

WILSHIRE PLANS



FEB 10 1992

UNIVERSITY OF CALIFORNIA

A PART OF THE GENERAL PLAN CITY OF LOS ANGELES



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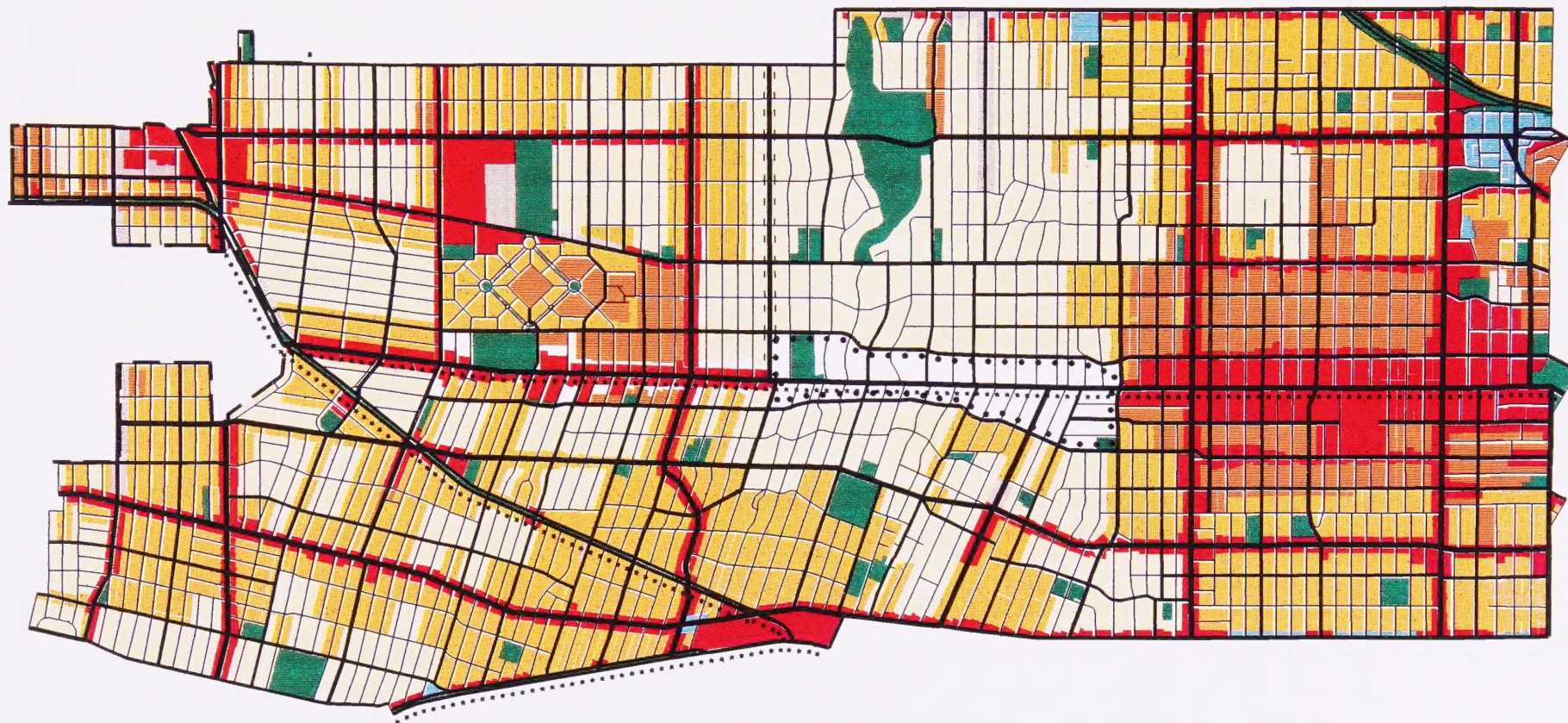
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* This Document is a reformat of the District Plan as it formerly appeared in the Broadside format. The Maps reflect the Broadside subsequently amended by the General Plan Consistency Program (AB283), Periodic Plan Review and any other amendments. The Text is essentially the same as the originally adopted Plan.

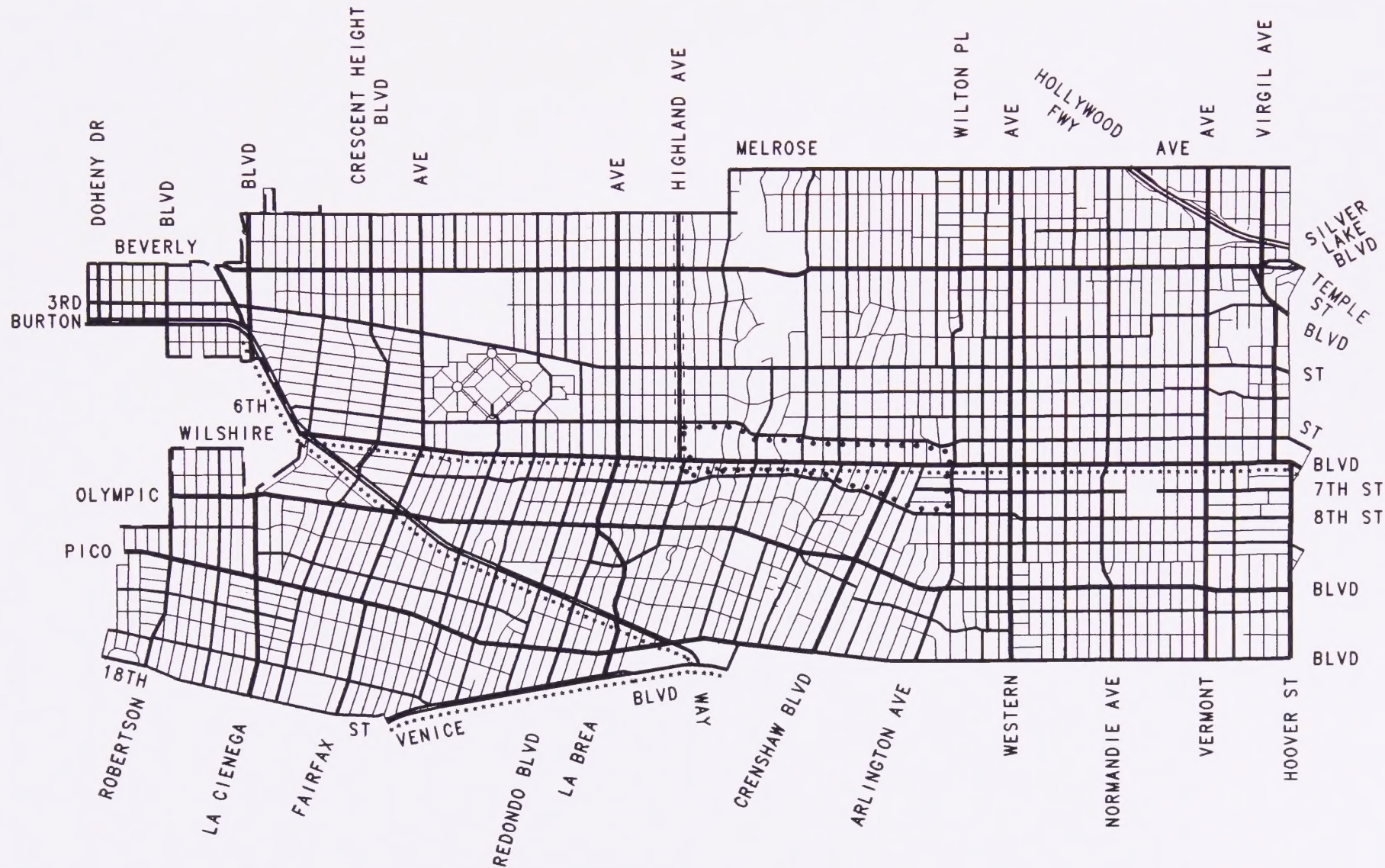


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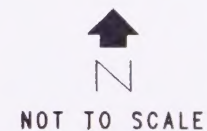


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..... For details see Specific Plan

WILSHIRE GENERALIZED CIRCULATION



WILSHIRE PLAN

Subsequent Amendments Adopted by City Council

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* For your convenience, we have provided this space to record updated plan amendments as they are adopted by City Council.

WILSHIRE PLAN

The Wilshire District Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map.

PURPOSES

USE OF THE PLAN

The purpose of the Wilshire District Plan is to provide an official guide to the future development of the District for the use of the City Council, the Mayor, the City Planning Commission; other concerned governmental agencies; residents, property owners, and businessmen of the District; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the people who live and work in the District, within the larger framework of the City; guide the development, betterment, and change of the District to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potential and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations and dimensions for land use. The Plan is not an official zone map and while it is a guide it does not imply a right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein.

Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it designates conditionally more land in some areas for different zones and land uses than may be desirable for many years.

This Plan is subject to periodic review and amendment to reflect changes in circumstances.

OBJECTIVES OF THE PLAN

1. To coordinate the development of the Wilshire District with that of other parts of the City of Los Angeles and the metropolitan area.
2. To provide a guide to the orderly and balanced development of the District, designating and generally locating land uses and public facilities in quantities and at

densities which will accommodate population and activities projected to the year 1990.

3. To promote the continued role of "Wilshire Center" and "Miracle Mile" as major Centers, and the orderly development of the Wilshire Boulevard frontage properties between these two Centers.
4. To encourage the preservation and enhancement of the varied and distinctive residential character of the District by:
 - a. making provision for housing as required to satisfy the varying needs and desires of all persons who choose to reside in the District, maximizing the opportunity for individual choice;
 - b. preserving and enhancing the stable single-family and other low density existing residential development, and promoting a volume of new housing adequate for the needs of all age and income groups;
 - c. developing and implementing appropriate criteria for the location of housing for the elderly.
5. To promote economic well-being and public convenience through:
 - a. allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on sound planning principles and standards;
 - b. designating land for industrial development that can be so used without substantial detriment to adjacent uses of other types, and imposing restrictions on the types and intensities of industrial uses as are necessary to this purpose.
6. To provide a basis for the location and programming of public services and utilities, and to coordinate the phasing of public facilities with private development.
7. To provide for a circulation system coordinated with land uses and densities that can accommodate traffic, and to strongly encourage the expansion and improvement of public transportation service.
8. To improve the aesthetic environment of the District through the development and application of appropriate design criteria, and to preserve buildings and sites having historical or cultural significance.*
9. To strongly encourage open space for recreational uses, both public and private, and to improve the character of the District both as a high quality commercial area and as a stable close-in residential area.

POLICIES

The Wilshire District Plan has been designed to accommodate the anticipated growth in population and employment of the District to the year 1990. The Plan does not seek to promote

nor to hinder growth accepts the likelihood that growth will take must be provided for.

The Plan encourages the preservation of low density single-family residential areas, the conservation of open space lands, and concentration of commercial and residential development into two Centers (Miracle Mile and Wilshire) connected to other major Centers of the City by existing and eventually improved transit routes and systems.

LAND USE

Commerce

Standards and Criteria:

The commercial lands (not including associated parking) designated by this Plan to serve residential areas are adequate in quantity to meet the needs of the projected population to the year 1990.

The commercial intensities proposed by the Plan are predicated upon substantial development of the designated Major and Secondary Highways located in the vicinity of such development. In no case shall any intensity increase be effected by zone change unless it is determined that the Local Streets and Major and Secondary Highways serving, and in the general area of the property involved, can accommodate the traffic generated.

To help achieve the objectives of the Plan, all areas designated in 1976 as being in Height Districts 3 and 4 are proposed to be changed to Height Districts 1 and 2.

Features:

The Plan proposes approximately 1,500 acres of commercial and related parking uses.

The most intensive commercial development is proposed in the Wilshire and Miracle Mile Centers. (Intensive residential development is also proposed in these Centers -- See "Housing".) Buildings in these two Centers are proposed to have a total floor area not to exceed six times the buildable area of the sites. The environment of the commercial areas should be planned to satisfy the physical and psychological needs of employees, shoppers, and visitors. Grade-separated pedestrian walks are proposed, where appropriate, to link the concentrations of facilities in the core areas, to facilitate traffic flow, and to improve pedestrian safety and convenience.

Convenience retail and service commercial should be provided in residential neighborhoods.

Where appropriate to economic, visual and traffic considerations, strip commercial areas should be deepened. Where such strips are unneeded, they should be redesignated for other uses.

Adequate parking shall be provided for all types of retail and office commercial development. Peripheral parking facilities serving the commercial centers are proposed. All parking areas

adjacent to residential lands should be appropriately buffered by a solid wall and/or landscaped setback.

Housing

Standards and Criteria:

Property in residential zones permitting densities in excess of those designated on the Plan should be considered for reclassification to more appropriate zones.

The residential densities proposed by the Plan are predicated upon substantial development of the designated Major and Secondary Highways. No increase in density shall be effected by zone change unless it is determined that Local Streets and Major and Secondary Highways serving, and in the general area of the property involved, can accommodate the traffic generated.

New apartment developments should be provided with adequate usable open space areas. In housing for the elderly, every consideration should be given to the provision of suitable recreation facilities.

Features:

The Plan proposes that the low-density residential character of the Wilshire District be preserved, and that predominantly single-family residential neighborhoods be protected from encroachment by other types of uses commensurate with other Plan proposals.

The Plan encourages the rehabilitation and/or rebuilding of deteriorated single-family areas for the same use. Adequate housing should be made available to all persons regardless of social, economic, and ethnic background.

The proposed residential density categories and their capacities are:

PLAN POPULATION AND DWELLING UNIT CAPACITY

Residential Density	Dwelling Units Per Gross Acre*	Persons Per Gross Acre*	% Of Gross Resid. Acres*	% of Land Capacity	Pop. Capacity	% of Pop. Capacity
Very-Low I	1+ to 2	6.7	27	0.4	200	0.1
Very-Low II	2+ to 3	9.7	499	7.9	4,900	2.0
Low I	3+ to 5	15.0	160	2.5	2,400	1.0
Low II	5+ to 7	15.3	2,051	32.3	31,400	13.2
Low Medium I	7+ to 12	26.0	748	11.8	19,500	8.1
Low Medium II	12+ to 24	39.0	383	6.0	14,900	6.2
Medium	24+ to 40	60.7	1,885	29.6	114,400	47.8
High Medium	40+ to 60	85.1	606	9.5	51,600	21.6
TOTALS			6,359	100.0	239,300	100.0

* Gross Acres includes streets

High density apartments, hotels, and motels are proposed to be located in the Wilshire and Miracle Mile Centers. It is proposed that most of the residential growth in the District will occur in high density housing located in these Centers. Medium intensity residential development should be located at the peripheries of the Centers so as to provide a buffer

* See NOTE on page 8

between high and low intensity developments. Such medium intensity residential development should be limited to a floor area of three times the buildable area of the site.

Industry

Standards and Criteria:

Industrial lands are located on a citywide basis without regard to the boundaries of individual communities or districts, under the general principle that such employment should be available within a reasonable commuting distance from residential locations.

Features:

The Wilshire District Plan does not emphasize industrial use. It designates only 51 acres of land for this use. Most of this is located near Beverly Boulevard and Virgil Avenue, and along Pico Boulevard east of Western Avenue. These designations largely reflect existing uses, and the proposed land categories are limited to restricted types of industry which will be compatible with other types of uses on adjacent properties. New industrial development adjoining residential development should provide an adequate landscaped parking buffer.

CIRCULATION

The circulation system for the Wilshire District should accommodate the movement of people and goods both within the District and between the District and the rest of the metropolitan area. A better balance between the automobile and public transportation is needed to improve traffic flow, conserve energy and reduce air pollution. The Plan seeks to achieve such a balance by means of significant public transportation improvements, both short and long term. In addition, a phased program of highway improvements is proposed, designed to improve traffic flow. These improvements are intended to channel through traffic around the District, on the Route 2 corridor and the San Diego, Santa Monica, Harbor and Hollywood Freeways, or through the District on designated Major and Secondary Highways.

The development and refinement of the circulation system directly affects the quality of life within the Wilshire District. The process should recognize the goals and concerns of the people living and working there. A continuing discussion among citizens, technicians and elected officials is essential to the achievement of satisfactory solutions.

Public Transportation

Improvement of the public transportation system to meet future increase in trip demand through and within the Wilshire District and to reduce adverse environmental impacts due to use of the private automobile should be considered. Both peak hour commuter and local community service could be improved.

The two Centers in the Wilshire District should be connected to each other and to other Centers by means of a transit system. The residential, commercial and office areas within the Centers

should be linked to each other and to the transit system by means of a secondary transit facility.

Short Range: The following improvements should be encouraged during the next five years:

1. Carpools -- Computerized data systems for forming carpools need to be expanded and improved. Employers should encourage, where possible, use of carpools through incentives such as preferential parking.
2. Staggered Work Hours -- Work hours need to be significantly staggered in order to spread peak traffic, reduce congestion, and allow more efficient use of both buses and the street system.
3. Bus System -- More buses are needed for both express and local service. More frequent service and additional routes are necessary. Specialized service such as minibuses, jitney service and demand response (Dial-A-Ride) may be appropriate in some areas.*
4. Preferential Bus/Carpool Lanes -- Preferential and/or exclusive lanes on appropriate surface streets and freeways are needed to facilitate the movement of buses and carpools.*
5. Street Improvements -- Jog eliminations, street widenings, bus bays or turnouts and improved traffic signal systems could facilitate the movement of buses and carpools.

Long Range: Improved transit routes and systems should be encouraged, but only after a full study of the alternatives, their impacts, and their social, economic and environmental costs and benefits. Participation of both citizens and governmental officials is essential prior to final decisions.*

Streets and Highways

Major and Secondary Highways in the Wilshire District should be improved to encourage traffic to use them rather than Local Streets through residential areas. Improvements should be phased according to need and be designed to minimize disruption to the residential and commercial areas which they serve. Low-cost, short-term improvements such as one-way streets, reversible lanes, computerized traffic signal systems, street parking restrictions, provision of adequate off-street parking, and closing of local street intersections with major arterials, should be emphasized.

Highways, Collector Streets and Local Streets shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.

To meet environmental objectives, the following special standards are established for the development of certain streets. These streets, which are among those which should be considered for alternate standards because of environmental considerations, are as follows:

* See NOTE on page 8

- | | |
|--|---|
| 1. Robertson Blvd. | Minimum Secondary Highway standard -- 80 foot right-of-way, 60-foot roadway. |
| 2. Highland Ave.
(Between Melrose and Wilshire) | Trees to be preserved; no improvements beyond the existing right-of-way. |
| 3. Wilshire Blvd. | No widening in excess of existing roadway. |
| 4. Sixth Street | Standards to be determined as part of Specific Plan for Park Mile Area. |
| 5. Eighth Street | Standards to be determined as part of Specific Plan for Park Mile Area. |
| 6. Beverly Blvd. | No widening of roadway west of Western Avenue. |
| 7. Fairfax Ave. | Secondary Highway. |
| 8. Crescent Heights Blvd. | No widening to increase capacity of Crescent Heights Boulevard north of San Vicente Boulevard for 20 years. |
| 9. Redondo Blvd. | No widening in excess of existing roadway. |
| 10. Oxford Avenue | Minimum Secondary Highway standard -- 80 foot right-of-way, 60-foot roadway. |

Phased Improvements. Major Highways are intended primarily for use of commuter and through traffic, and shall receive staged improvements to accommodate this traffic on a basis of demonstrated need. The following improvement programs are considered appropriate to Western Avenue, Vermont Avenue, La Brea Avenue and La Cienega Boulevard:

Stage One: Limit improvements essentially to existing right-of-way within roadway to increase lane widths. Eliminate on-street parking during peak hour periods and throughout the day as necessary, if adequate off-street parking facilities are provided. Utilize exclusive bus lanes, indented bus stops, pedestrian overpasses, and removal of selected signals as appropriate.

Stage Two: Widening of the right-of-way may occur to facilitate the addition of lanes. Alternatively, use adjacent parallel street(s) as two-way, one-way or reversible direction flows to accommodate excess traffic. Use grade separated pedestrian circulation and local street signalization removal to alleviate traffic obstructions where compatible with land uses .

If and when Western and Oxford Avenues are improved as a one-way pair, then properties on the west side of Oxford should be given automatic back-to-back transitional parking rights.*

Future Transportation Needs: The Plan does not provide sufficient circulation facilities in both the north-south and east-west directions to meet the projected citywide transportation needs. Additional studies are required to determine and achieve a balance between circulation demands and facilities, taking into account the minimization of air pollution, noise, and community disruption.

Travel demands through the District can be accommodated by one or a combination of the following transportation alternatives:

- o Surface street improvements, including various types of traffic operational improvements.
- o Freeways
- o Limited access expressways
- o Public Transportation - including both surface bus and fixed guideway systems.
- o No improvements

Further study of future transportation needs and possible alternative solutions is necessary. These studies should be conducted with participation from the local community, elected officials, and City, County, regional and State agencies.

SERVICE SYSTEMS

Standards and Criteria:

The public facilities shown on this Plan are to be developed in substantial conformance with the standards for need, site area, design, and general location expressed in the Service-Systems Element of the General Plan. (See individual facility plans for specific standards.) Such development shall be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the provision of adequate public service facilities, in substantial conformance with the standards contained in the General Plan. No increase in density should be effected by zone change or subdivision unless it is determined that such facilities, existing or assured, can accommodate the proposed development.

The Plan designates two standard types of local parks:

Neighborhood Parks -- 1 acre per 1,000 residents; minimum site size 5 acres; service radius 1 mile; and

Community Parks -- 1 acre per 1,000 residents; minimum site size 15 acres; service radius 3 miles

Features:

The Plan proposes one new Regional Park, 11 new Community Parks and 23 new Neighborhood Parks, as well as a new senior citizen center and the improvement and enlargement of most existing parks. Any appropriate property under utility lines should be considered for park use purposes. These additions

* See NOTE on page 8

will help alleviate the severe park shortage in the Wilshire District. Other City-owned property should be examined for potential use for recreation and park purposes.

No new schools are proposed for the District although enlargements and additions to existing schools are indicated.

The Plan proposes, with the consent of the Los Angeles Board of Education, dual use of existing school facilities for the general public after hours and on weekends. School grounds should be made available for such after-hour recreational use. Also streets could be closed for school use where possible.*

The Plan proposes a new Community Library in the vicinity of Hauser Boulevard and Pico Boulevard and a library relocation in the vicinity of Olympic Boulevard and Western Avenue.

Two new Fire Stations are proposed for consolidation with two others outside the District. The several Fire Stations and the overall fire protection within the District boundaries are continually being evaluated by the Fire Department and updated as fire protection techniques, apparatus needs and land use patterns change.

Two new power distributing stations are proposed in the District.

PROGRAMS

These programs establish a framework for guiding development of the Wilshire District in accordance with the Plan. In general, they indicate those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

I. PUBLIC IMPROVEMENTS

A. Circulation*

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, the following are proposed:

1. A concerted effort to coordinate the improvement of existing public transportation systems and consideration of all mass transit alternatives.
2. A study of alternative medium capacity transit technologies and their costs, availability, service characteristics, and social, physical and environmental impacts and benefits.
3. Research and development of new transit technologies including advanced personal rapid transit, small group rapid transit and medium capacity rapid transit.
4. Special consideration of the need, feasibility, impacts, costs and benefits of local circulation systems such as minibuses, dial-a-ride, jitneys and taxis within District neighborhoods.
5. Encouragement of participation in the formation of carpools.

6. Demonstration and evaluation of the use of preferential lanes for bus and carpool use on Major and Secondary Highways and Freeways.
7. Promotion of the use of public transportation, especially for work trips, by means of economic incentives and widespread dissemination of bus information.
8. Continued development and improvement of the freeway, highway and street system as needed.
9. Improvement of traffic flow through such techniques as one-way streets, reversible lanes and closing of intersections of local street with arterials.
10. Improved programming of traffic signals on a computer network.
11. Expansion of the bus fleet to provide more frequent service and more routes.
12. Elimination of on-street parking on Major and Secondary Highways and Collector Streets, where appropriate, together with provision of adequate off-street parking facilities.
13. Improved marketing and information programs for the bus system.
14. Consideration of studies of Western Avenue and Vermont Avenue between the Hollywood and Santa Monica Freeways for the development of staged programs of traffic flow improvements, including the use of existing parallel streets for one-way traffic patterns.
15. Study of the need and feasibility for upgrading Venice Boulevard to a Major Highway from La Brea Avenue to the Los Angeles Central Business District.
16. Development of a Citywide Collector Street Element of the General Plan, identifying appropriate streets and suggesting appropriate standards.

B. Recreation, Parks and Open Space*

Expansion and improvement of needed local parks throughout the District should be accelerated as funds and lands become available. A concerted effort to establish multipurpose open space along freeways and on other vacant lands should be undertaken as well as examining the feasibility of the dual use of schools as recreation facilities, with consent of affected agencies and when funds are available.

C. Other Public Facilities

The development of other public facilities such as fire stations, libraries, and schools should be sequenced and timed to provide a balance between land use and public services. This Plan is intended to protect and enhance the public health, safety, and welfare. Therefore, public projects and maintenance

* See NOTE on page 8

activities necessary to provide for overriding public need, particularly fire and police operations, are not intended to be prohibited by this Plan.

Child care and nursery school services should be encouraged at appropriate locations throughout the District.*

Where feasible, new power lines should be placed underground, and the program for the undergrounding of existing lines should be continued and expanded.

II. PRIVATE PARTICIPATION

Citizen groups are encouraged to undertake private actions for community improvements such as:

- A. Initiation by property owners and merchants of programs to encourage use of off-street parking facilities serving adjacent shopping areas.
- B. Promoting street tree planting programs in commercial and other appropriate areas.
- C. Sponsoring clean-up and beautification programs to improve the general environment and to maintain the area as blight free as possible.
- D. Developing and maintaining mini-parks and other recreational and open space areas in commercial and residential developments, to improve the visual environment and the quality of life in the District.
- E. Consideration of staggered and flexible working hours for employees where appropriate.

III. PLANNING LEGISLATION *

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of the Plan:

- A. **Townhouse Zoning:** Attached single-family housing, individually owned, which would provide greater economy of land utilization, increase the opportunity for home ownerships through lower unit costs, and be suitable for proposed Low-Medium density residential areas.*
- B. **Design:** Requirement that all new and rebuilt public and private facilities observe improved site design standards.*
- C. **Signs:** Improvement of billboard and other commercial sign controls.*
- D. **Buffer Strip Zoning:** Separation of incompatible uses (particularly residential from industrial and freeways) by some form of buffering, pre of a type which could also serve for recreational, parking, or other purposes.*
- E. **Vertical Zoning:** Provision for residential use of the upper floors of high-rise commercial structures, or other appropriate combinations of uses. *

- F. **Highway-Oriented Commercial Zoning:** A new zone which would ensure off-street parking facilities, and/or drive-through capabilities for commercial activities on Major and Secondary Highways. *
- G. **Parking Requirements:** Standards and procedures to provide decreased parking requirements for housing for the elderly.*
- H. **Residential Tax Relief:** Support by the City for state legislation which would require counties to assess single-family homes on the basis of single-family use if the adopted plan for the area designates them as stable single-family areas.*
- I. **Annexation:** Straightening the City boundary and annexing unincorporated islands and fringe areas which could most appropriately be planned and developed as a part of the City.*
- J. **Open Space Tax Relief:** Inclusion in the City's Annual Legislative Program (submitted to the State Legislature) of a proposal for tax relief for privately owned lands proposed for conservation and open space uses.*
- K. **Density Transfer Rights:** Provision for transfer of development rights within limited amounts throughout a Center.*
- L. **Air Pollution:** Continued support by the City for very stringent air pollution control legislation.*
- M. **Thermal Pollution:** Support by the City of Los Angeles for thermal pollution control legislation.*

IV. ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Two distinct situations are involved:

- A. The City may initiate redesignation to zones and height district appropriate to the Plan.
- B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for a change of zone. However, approval should be contingent on a proven need and phased so that density of development will be kept in balance with the availability of street capacity and service systems, in order to maintain the quality of living now existing in the District.

V. SPECIFIC PLANS

Specific Plan Studies should be undertaken in the following areas, when authorized by City Council. These studies should consider the inter-relationship of all Centers:

* See NOTE on page 8

- A. Wilshire Center is a major Center for various interrelated commercial office, shopping, residential, and cultural activities. It is generally bounded on the south by Ninth Street, on the east by Hoover Street, on the north by Third Street, and on the west by Western Avenue, except between Sixth and Eighth Streets where the western boundary is Gramercy Place and Wilton Place. Consideration should be given to the feasibility and design of pedestrian open spaces, plazas, and overpasses; a secondary transit or "people mover" system connecting nodes with each other and with parking facilities; multiple use of major structures, including residential, commercial and parking uses; and density transfer rights. The Specific Plan should be based on the following objectives and criteria:
1. Ideally, the entire Ambassador Hotel site should be planned as one integral parcel, as a focal point of the Wilshire Center. The eventual development of 7th Street will be dependent on the type of development on the property.
 2. The sub-area of the Wilshire Center generally bounded by Sixth Street, Vermont Avenue, Fourth Street, and Commonwealth Avenue should reflect the character of a medium rise "Office Park" with restrictive type uses which avoid encroachment of retail commercial activities. This area could be developed entirely under the CR Zone.
- B. Miracle Mile Center is generally bounded by Third Street, Sycamore Avenue, Eighth Street, and Fairfax Avenue. This study should consider the relationship of the Park La Brea residential and commercial areas. A "total design" approach should be taken to ensure the continuation of high quality development. This study should consider the appropriate depth for regional commercial development along Wilshire Boulevard. Quantitative and qualitative standards should be established to regulate floor area ratios, use of land and buildings, height and bulk of buildings, architectural and landscape treatment, signs, and vehicular and pedestrian circulation. The Specific Plan should be prepared with a maximum of citizen involvement. It should also be based upon the following objectives and criteria:
1. Development shall be compatible with adjoining residential neighborhoods.
 2. Density of development shall be diminished as it approaches adjoining single-family residential areas.
 3. To the extent feasible buildings should be located on the site and designed in a manner that will not cast objectionable shadows on adjacent low density residential development.
 4. The City of Los Angeles Noise Ordinance should be strictly enforced.
 5. Total development shall be limited so as not to overload highways and streets with traffic and/or parking.
 6. Development should be of a quality that would maintain or enhance property values would maintain or enhance property values and environmental amenities in the Miracle Mile and its vicinity.
- C. Park Mile is generally bounded by Sixth Street, Highland Avenue, Carling Way, Sycamore Avenue, Eighth Street, Wilton Place and Gramercy Place. This Specific Plan should be developed as quickly as possible. A "total design" approach for Park Mile should be taken to ensure high quality development. Quantitative and qualitative standards should be established to regulate floor area ratios, use of land and buildings, height and bulk of buildings, architectural and landscape treatment, signs, and vehicular and pedestrian circulation. The Specific Plan should be prepared with a maximum of citizen involvement. It should also be based on the following objectives, and criteria:
1. Development shall be compatible with adjoining residential neighborhoods.
 2. A park-like setting shall be created, providing significant visual contrast with adjoining Wilshire and Miracle Mile Centers.
 3. New commercial development should be substantially limited to the Wilshire Boulevard frontages.
 4. Density of development shall be diminished as it approaches adjoining single-family residential properties.
 5. To the extent feasible buildings should be located on the site and designed in a manner that will not cast objectionable shadows on adjacent low-intensity residential development.
 6. The City of Los Angeles Noise Ordinance should be strictly enforced in this area.
 7. Development shall be limited in magnitude so as not to overload highways and streets with traffic and/or parking.
 8. Development should be of a quality that would maintain or enhance property values and environmental amenities in the Park Mile and its vicinity.
 9. An aesthetic setting should be created.
- D. Fremont Place is a residential area bounded by Wilshire Boulevard, Olympic Boulevard, Lucerne Boulevard and Muirfield Road. This Specific Plan could be developed with the idea of converting this area into a center for consulates of foreign nations, museums, theaters, schools, and/or other institutional uses which could utilize the existing large, unique residential structures.
- E. Pico Heights is generally bounded by Hoover Street on the east, 12th Street on the north, Western Avenue on the west, and 15th Street on the south. This Specific Plan

should be prepared in cooperation with the citizens and planners of the South Central District.

- F. The Pan-Pacific area is generally bounded by Beverly Boulevard, Fairfax Avenue, Third Street and Gardner Street. The purpose of this Specific Plan would be to coordinate development of this large under-utilized area with adjoining areas.
- G. Fairfax Avenue encompasses the Fairfax neighborhood shopping center generally bounded by Melrose Avenue on the north and Beverly Boulevard on the south extending southerly to include the west side of Fairfax Avenue to Third Street. A Specific Plan should be prepared for this area to preserve its unique character, culture, strength and vitality, and pedestrian orientation. Qualitative and quantitative standards should be established to regulate floor area ratios, the use of land and buildings, height and bulk of buildings, architectural and landscape treatment, signs, and vehicular and pedestrian circulation. The Specific Plan should be prepared with a maximum of citizen involvement.
- H. The area bounded by Eighth Street, Vermont Avenue, Olympic Boulevard and Western Avenue should be included in a Specific Plan. That Plan should consider the unique ethnic character of this area and should address the specific needs and potentials of the local population. Qualitative and quantitative standards should be established to regulate floor area ratios, the use of land and buildings, height and bulk of buildings, architectural and landscape treatment, signs, and vehicular and pedestrian circulation. The Specific Plan should be prepared with a maximum of citizen involvement.

VI . FUTURE STUDIES

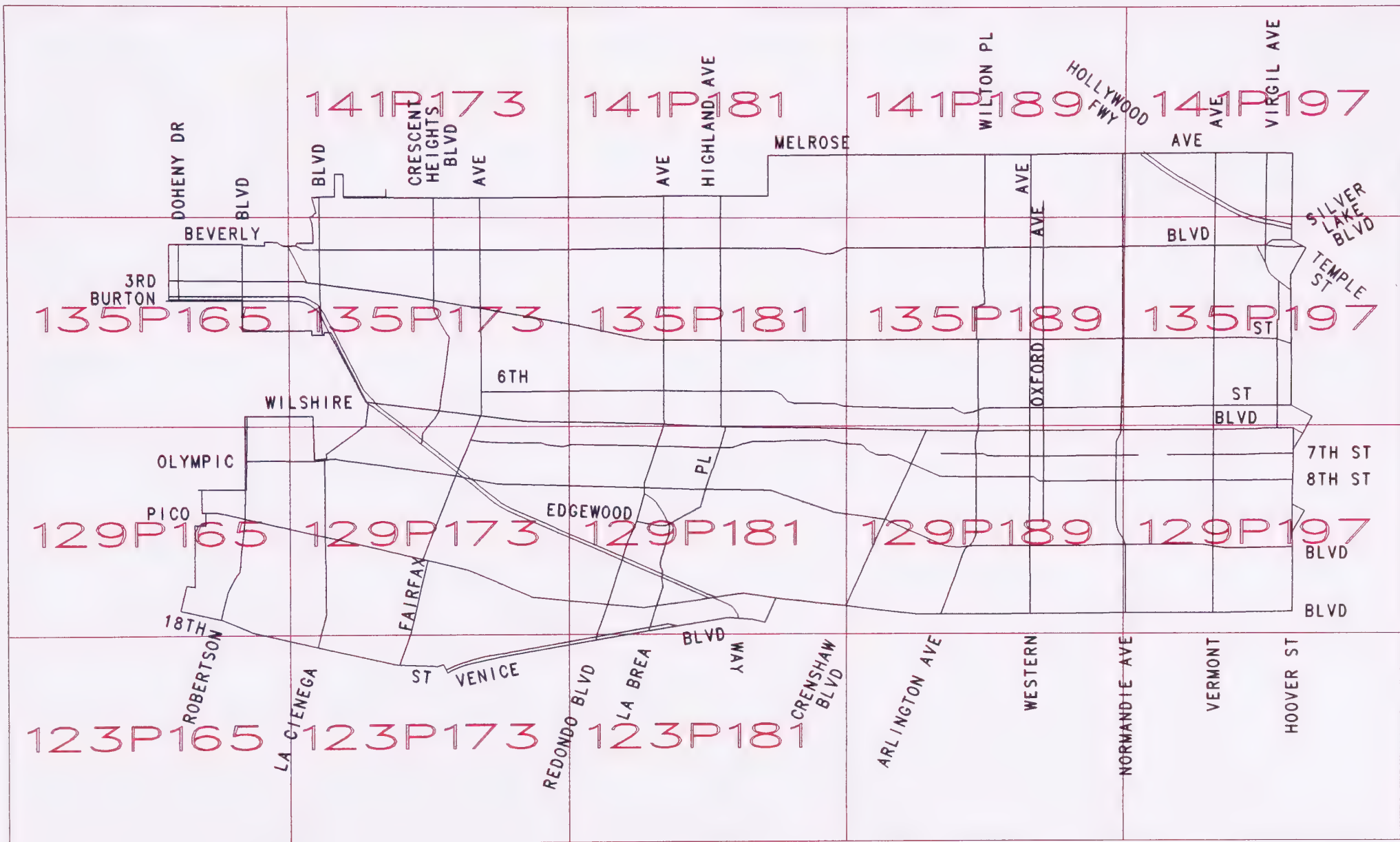
All strip commercial areas, particularly along Pico Boulevard near La Cienega and Fairfax, should be studied with the objective of allowing commercial, medical and service facilities and job opportunities best suited for the needs of residents in the immediate area.

NOTE:

These proposals reflect the mutual concern of the members of the community and the City Council. Their importance, and the meaningful impact they might have on the quality of life in the district should not be underemphasized. They have been referred to the appropriate Council Committees to consider the following criteria:

1. Definition of problem (including need)
2. Alternative solutions (including costs and methods of implementation)

Any future implementation of these proposals will be based in part on the Committee's research and recommendation and the City Council's action.



ADDITIONAL NORTH-SOUTH TRANSPORTATION FACILITIES REQUIRED-SEE PLAN TEXT

CITY OF
WEST
HOLLYWOOD

HOLLYWOOD PLAN

LA CIENEGA
BLVD



ROSEWOOD

SWEETZER AVE

CRESCENT HEIGHTS
BLVD

FAIRFAX AVE

GENESEE AVE

AVE

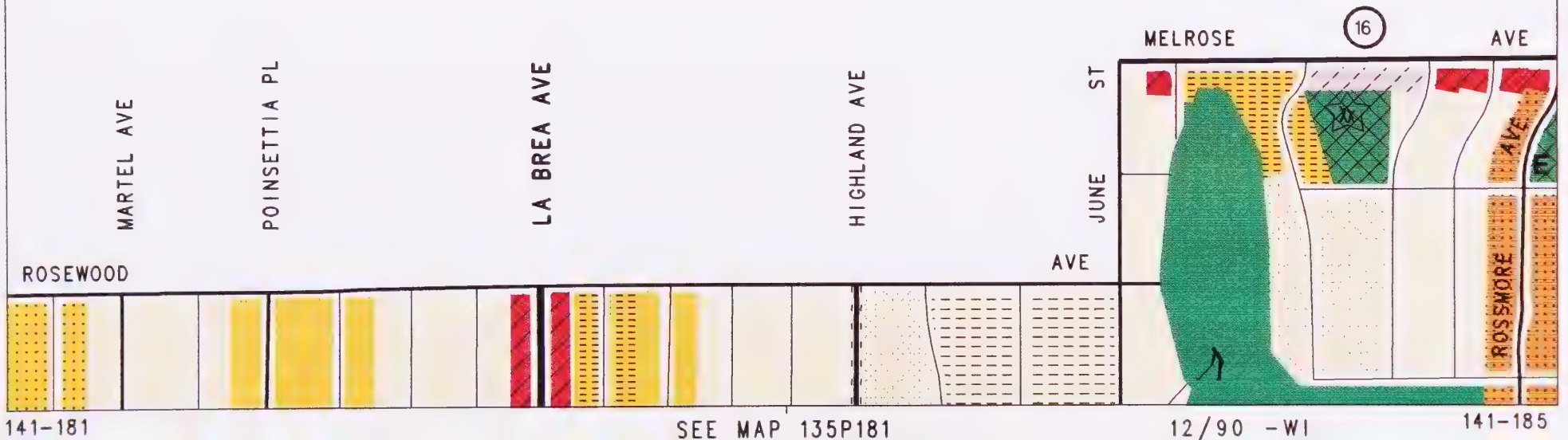
SEE MAP 141P181

ADDITIONAL NORTH-SOUTH TRANSPORTATION FACILITIES REQUIRED-SEE PLAN TEXT

HOLLYWOOD PLANS

SEE MAP 141P173

SEE MAP 141P189



ADDITIONAL NORTH-SOUTH TRANSPORTATION
FACILITIES REQUIRED—SEE PLAN TEXT

HOLLYWOOD PLANS

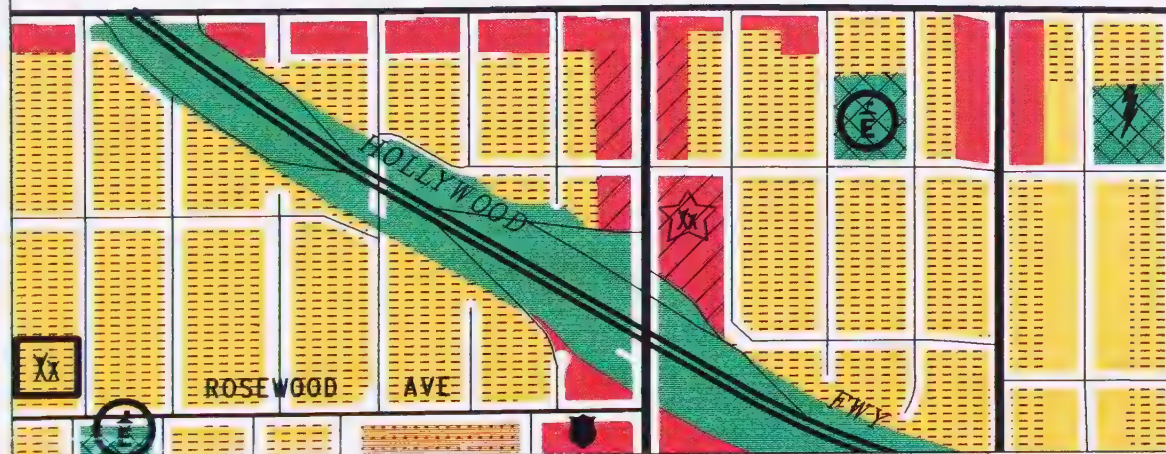
VERMONT AVE

VIRGIL AVE

MELROSE

AVE

SILVER LAKE -
ECHO PARK
PLANS



ADDITIONAL EAST-WEST TRANSPORTATION
FACILITIES REQUIRED-SEE PLAN TEXT

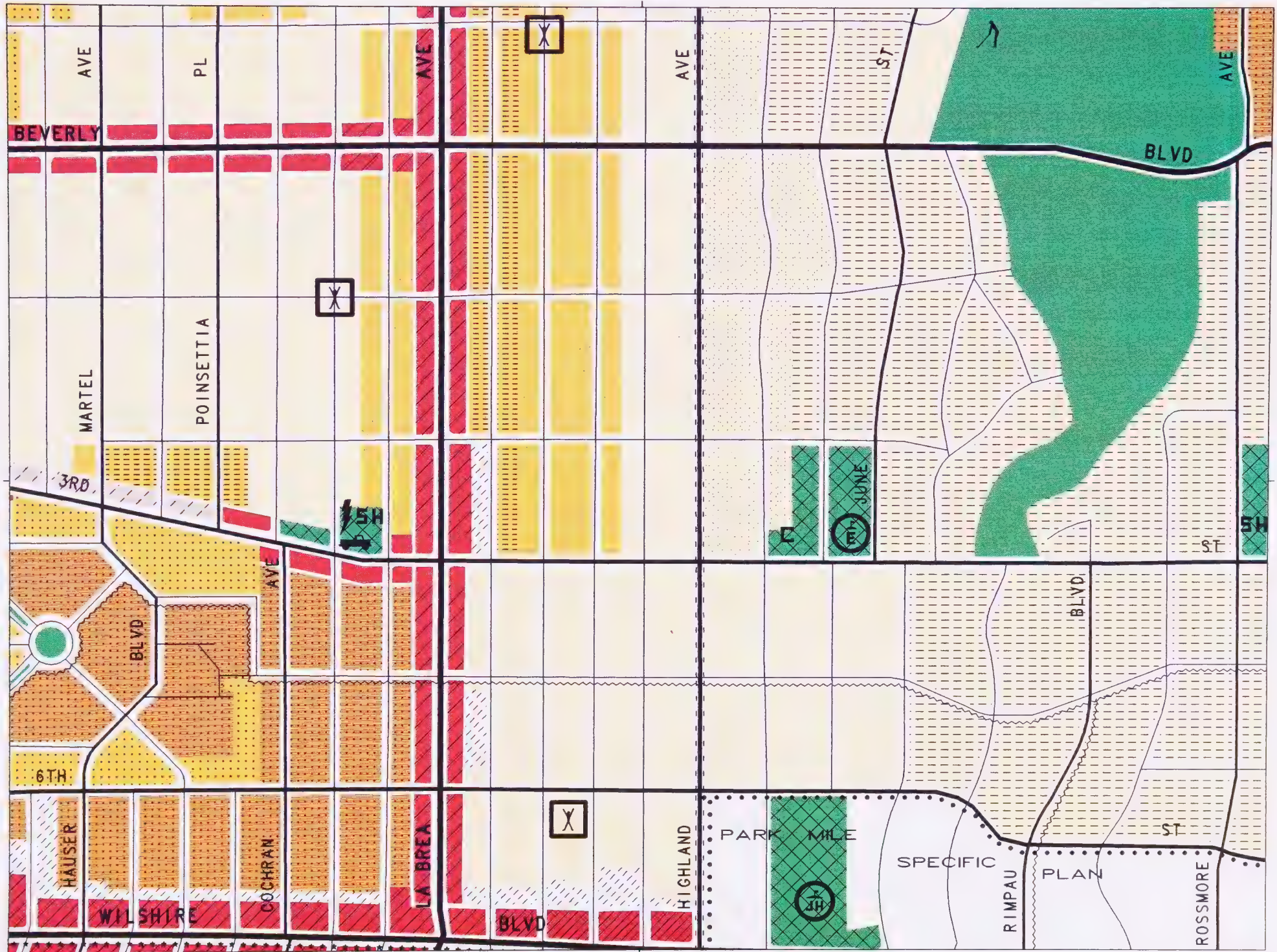
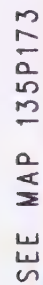
ADDITIONAL NORTH-SOUTH TRANSPORTATION
FACILITIES REQUIRED-SEE PLAN TEXT



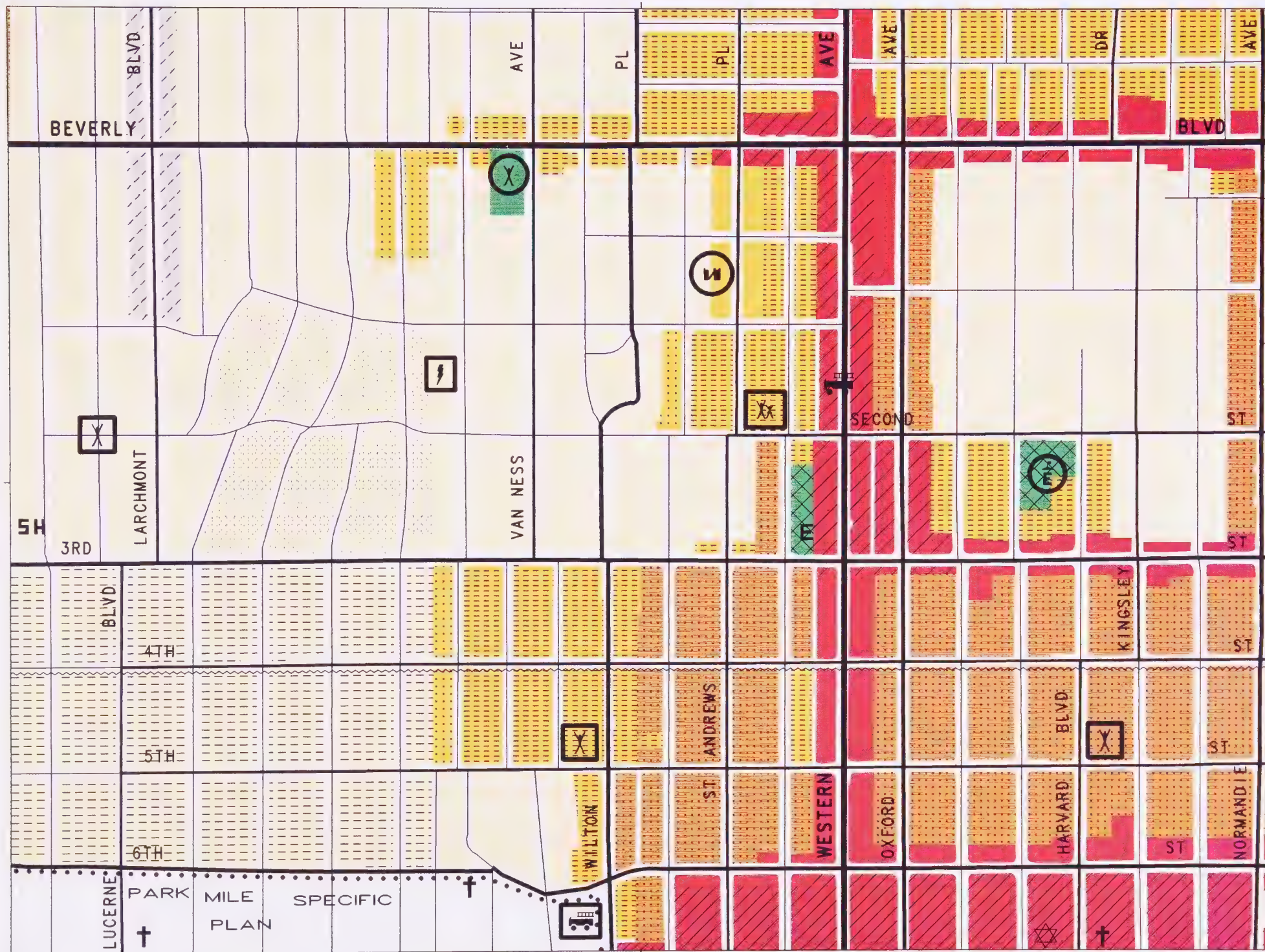
CITY OF
BEVERLY HILLS

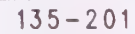
RAPID TRANSIT
CORRIDOR

SEE MAP 135P173



SEE MAP 135P197





ADDITIONAL EAST-WEST TRANSPORTATION
FACILITIES REQUIRED—SEE PLAN TEXT

CITY OF
BEVERLY HILLS

RAPID TRANSIT
CORRIDOR



OLYMPIC BLVD

WHITWORTH

PICO BLVD

WEST LOS ANGELES
PLAN

CASHIO ST

AIRDROME ST

18TH ST

BLVD

ROBERTSON

SHERBOURNE

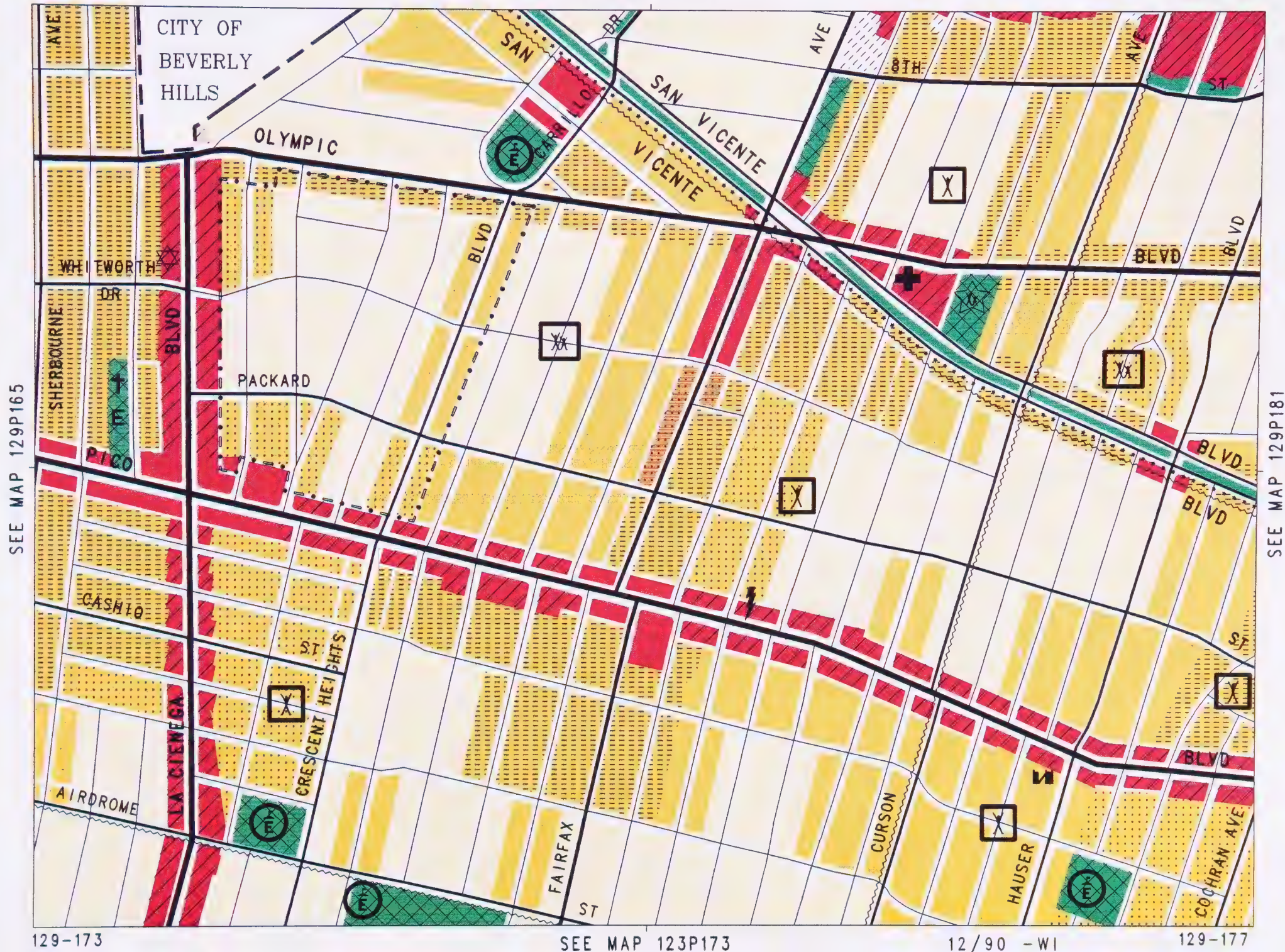


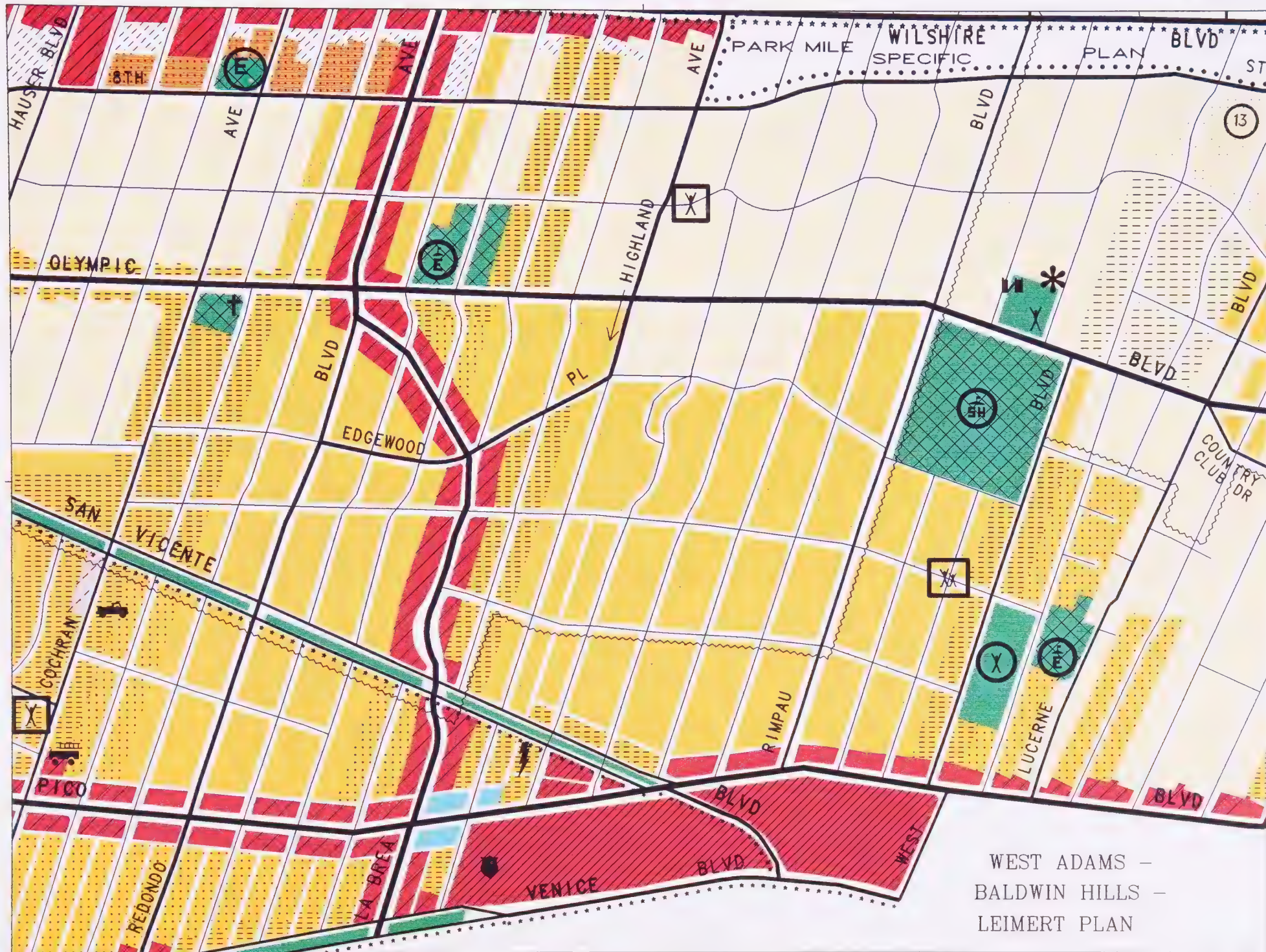
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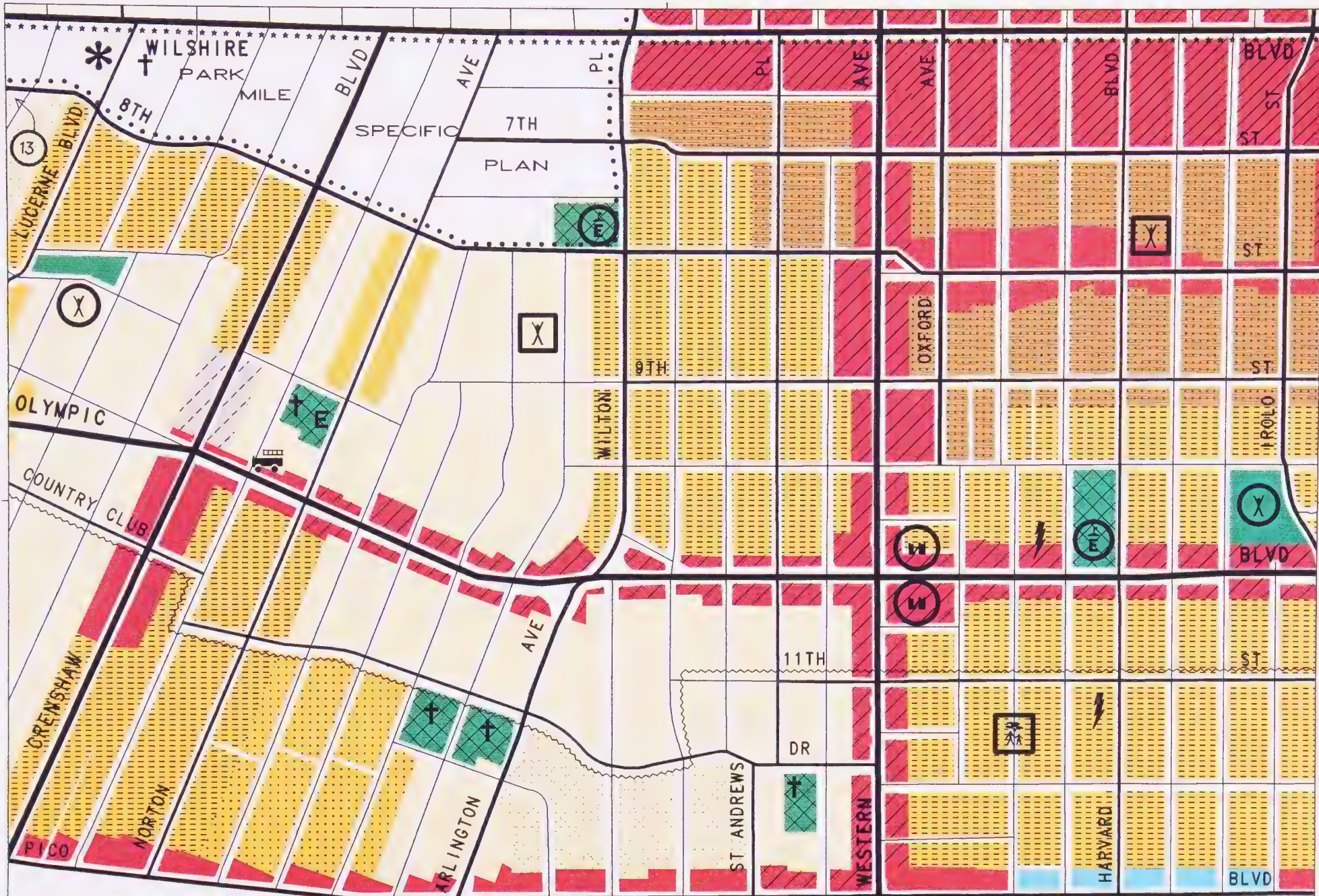


SEE MAP 129P173





SEE MAP 129P181

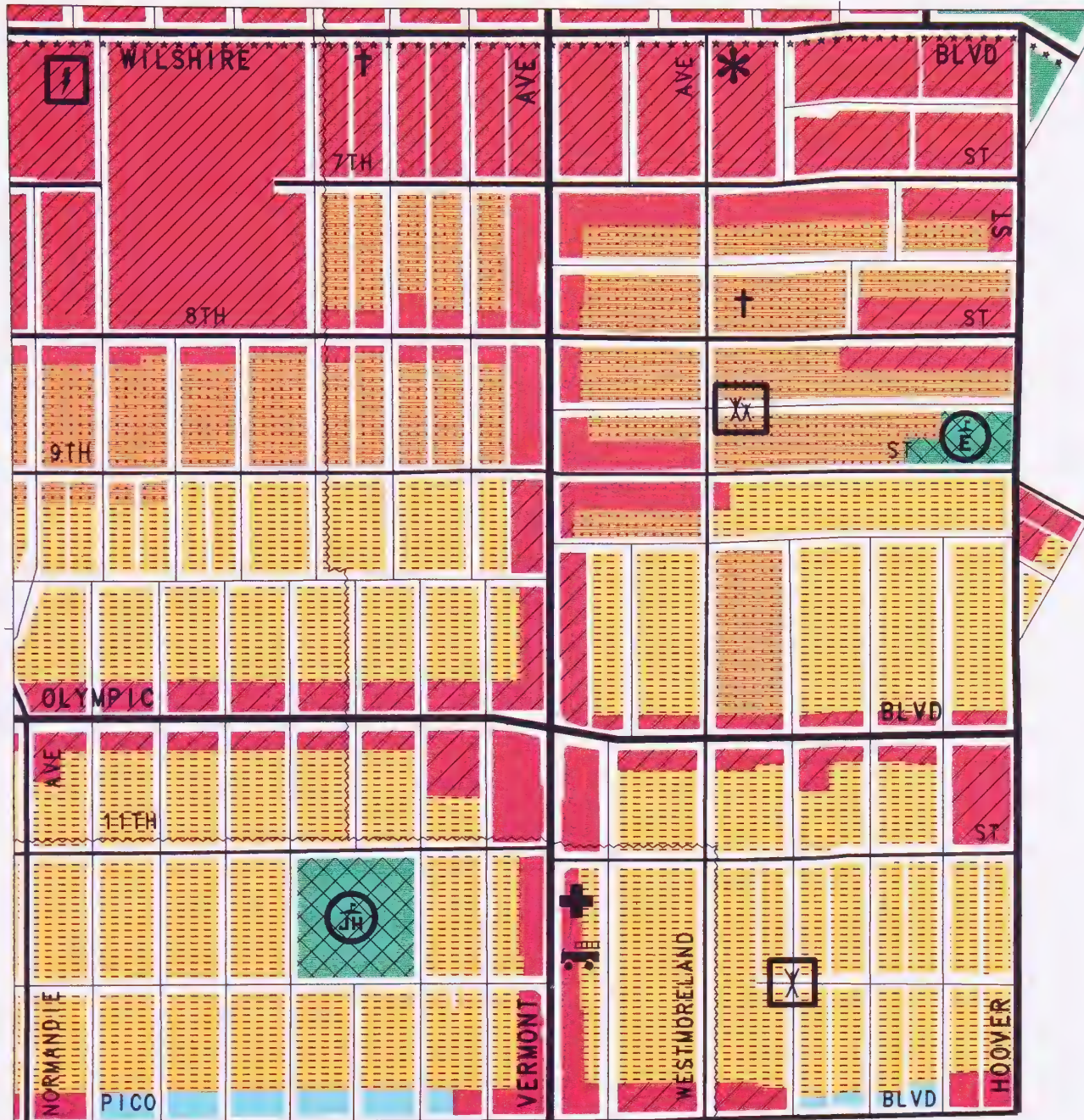


SEE MAP 129P197

WEST ADAMS - BALDWIN HILLS -
LEIMERT PLAN

SOUTH CENTRAL LOS ANGELES PLAN

SEE MAP 129P189



WESTLAKE
PLAN

SOUTH CENTRAL LOS ANGELES PLAN

18TH

ST

WEST ADAMS -
BALDWIN HILLS -
LEIMERT PLAN

SEE MAP 123P173

FOOTNOTES

1. Gross Acreage includes streets.
2. RD6 Zone permits apartments and attached housing.
3. Local streets and freeway interchanges are shown for reference only.
4. Boxed symbol denotes the general location of a proposed public facility. It does not designate any specific private property for acquisition. Such facility may appropriately be located within an area defined by the locational and service radius standards contained in the individual facility plans comprising the service systems element of the General Plan.
5. Circled symbol indicates proposed site expansion.
6. Height District No. 1.
7. Height District No. 2.
8. Includes only those sites of one-half acre or more.
9. Open Space designations on the Plan map conform to the definitions of "Open Space Land" set forth in Article 10.5 of the Stat of California Government Code and the City's Open Space Plan.
10. Minimum density residential uses may be permissible on privately owned open space.
11. Quasi-Public Land designations on this map indicate existing uses which are anticipated to remain. The Plan does not propose public acquisition of the designated lands.
12. Includes associated parking.
13. Development of 8th Street in the Fremont Place area to Secondary Highway standards will be necessary if and when the area is redeveloped.
14. The high medium density housing between Third Street and Olympic Boulevard East of Wilton Place may be built to Height District No. 2.
15. The high medium density housing area on the west side of Commonwealth between Fourth and Fifth Streets includes parking rights for adjoining commercial uses.
16. This limited commercial is limited to Height District LVL.
17. Includes an estimated 5,000 persons in the Park Mile area.
18. When the use of property designated as "Open Space" (e.g. recreation, environmental protection) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision-makers shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning classifications or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
19. When the use of property designated as "Public/Quasi-Public Use" (e.g. school, university, hospital, major institutions) is proposed for a use other than that existing or which has been deemed to be approved per LAMC 12.24-F, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision-makers shall find that the proposed use is consistent with the intent and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
20. Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.
21. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, plan footnotes or other Plan map or text notations. Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the plan is amended to so indicate. It is the intent of the Plan, that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.

LAND USE

RESIDENTIAL

CORRESPONDING ZONES

CORRESPONDING ZONES

LOW DENSITY¹

MULTIPLE FAMILY¹

	VERY LOW I	RE20,RA
	VERY LOW II	RE15,RE11
	LOW I	RE9
	LOW II	R1,RS,RD6 ²

	LOW MEDIUM I	R2,RD5,RD4,RD3
	LOW MEDIUM II	RD2,RD1.5
	MEDIUM	R3
	HIGH MEDIUM ⁷	R4

COMMERCIAL¹²

INDUSTRIAL¹²

	LIMITED	CR,C1,C1.5,P ⁶
	HIGHWAY ORIENTED	CR,C1,C1.5,C2,P ⁸
	NEIGHBORHOOD & OFFICE	CR,C1,C1.5 ⁵ C2,C4,P
	COMMUNITY	C2,C4,CR ⁶ P,PB
	REGIONAL CENTER	C2,C4,P,PB ⁷

	COMMERCIAL MANUFACTURING	CM,P
	LIMITED	M1,MR1,P
	LIGHT	M2,MR2,P

OPEN SPACE,PUBLIC/
QUASI-PUBLIC

	OPEN SPACE ^{9,10,18}
	PUBLIC/QUASI-PUBLIC ^{11,19}

PARKING

	PARKING
--	---------

CIRCULATION

	Freeway
	Major Scenic Highway
	Major Highway
	Divided Major Scenic Highway
	Divided Major Highway
	Secondary Scenic Highway
	Secondary Highway
	Secondary Highway (Retain Median Islands)
	Collector Street
	Local Street ³
	Bikeway

SPECIAL BOUNDARY

	Specific Plan
	Historic Preservation Overlay Zone
	Site Boundary

ADMINISTRATIVE
BOUNDARY

	City Boundary
	Community Boundary

NOTES:

	Proposed ⁴
	Proposed Expansion ⁵

SERVICE SYSTEMS^{4,5}

SCHOOL SITES

	Public Elementary School
	Public Junior High
	Public Senior High
	Special School Facility
	Private School

RECREATIONAL SITES

	Neighborhood Park
	Community Park
	Regional Park
	Golf Course - Private
	Private Recreation & Cultural Facility

OTHER FACILITIES

	Police Station
	Fire Station
	Community Library
	Power Distribution Station
	Maintenance Yard
	Religious Institution ⁸
	Cultural & Historical Monument
	Health Center

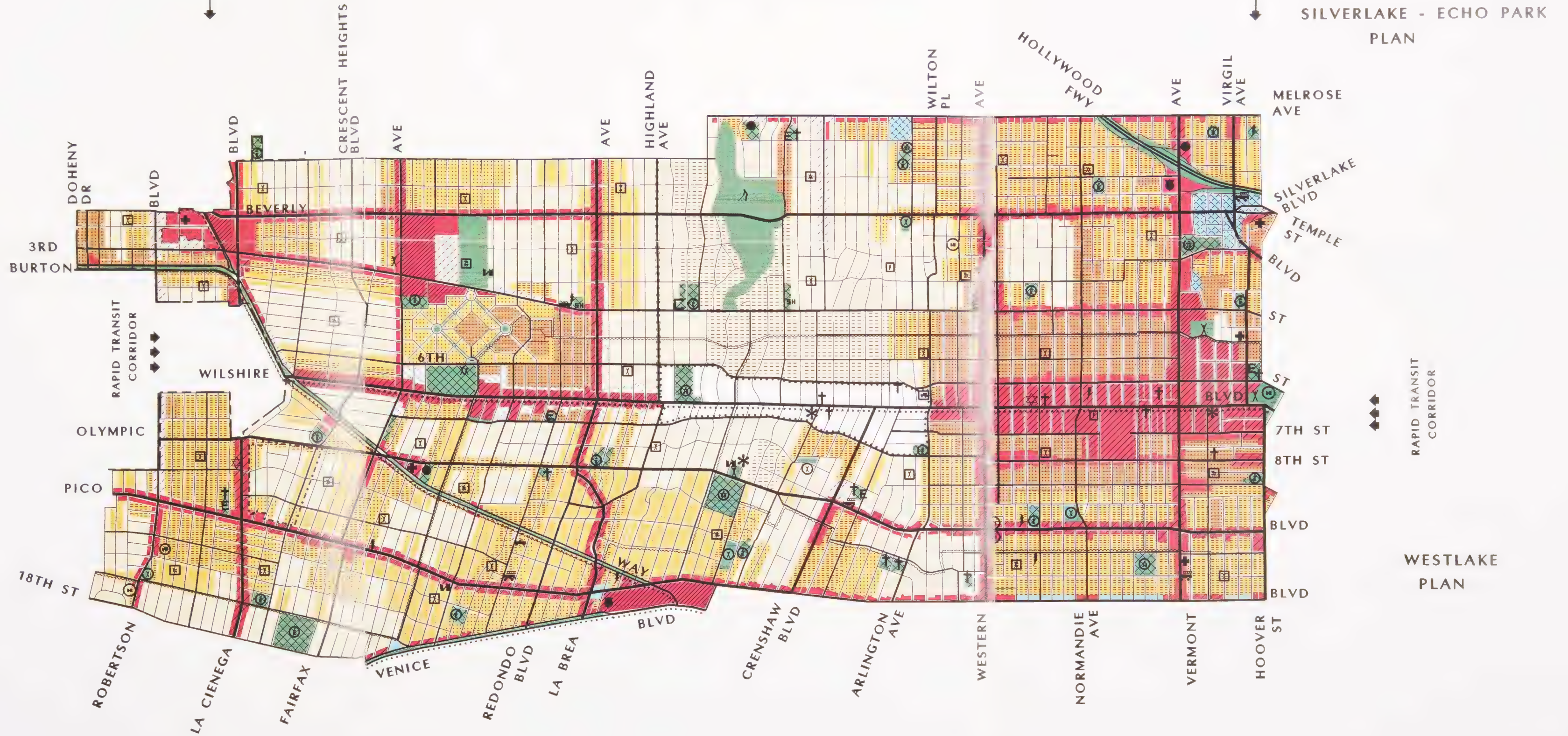


HOLLYWOOD PLAN

ADDITIONAL NORTH-SOUTH TRANSPORTATION FACILITIES REQUIRED - SEE PLANS TEXT

COUNTY OF
LOS ANGELES

ADDITIONAL EAST-WEST TRANSPORTATION FACILITIES REQUIRED - SEE PLANS TEXT



WEST LOS ANGELES
PLAN

WEST ADAMS - BALDWIN HILLS - LEIMERT
PLAN

SOUTH CENTRAL LOS ANGELES
PLAN

Note: This map may not reflect recent Plan amendments because it is revised and reprinted less frequently. For information on Plan amendments recently enacted by the Periodic Plan Review program and by other Planning Department Divisions, refer to the amendment list at the front of this booklet and to the individual Plan map pages in this booklet, which are updated annually.

PLAN LAND USE • Wilshire (See Plan booklet for Plan Information)

Department of City Planning, Los Angeles, Ca., Melanie S. Fallon, Director

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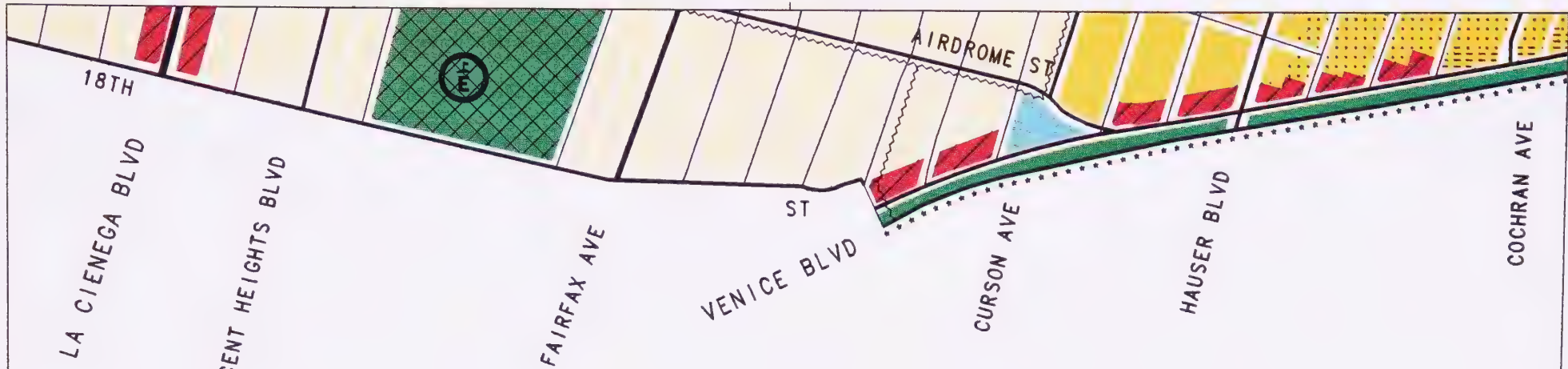
December 1990

126-173

SEE MAP 129P173

123P173

126-177



WEST ADAMS - BALDWIN HILLS - LEIMERT PLAN

SEE MAP 123P165

SEE MAP 123P181

123-173

12/90 - WI

123-177

SUMMARY OF LAND USE

LAND USE

Density	Dwelling Units ¹ Per Gross Acre	Corresponding Zones				
Residential						
Very Low I	1 to 2	RE20,RA	Single Family Residential Acres	2,737		
Very Low II	2 to 3	RE15,RE11	% of Total Area	31		
Low I	3 to 5	RE9	Dwelling Unit Capacity	12,610		
Low II	5 to 7	R1,RS,RD6 ²	Population Capacity	38,900		
Low Medium I	7 to 12	R2,RD5,RD4, RD3	Multiple Family Residential Acres	3,622	Total Residential Acres	6,359
Low Medium II	12 to 24	RD2,RD1.5	% of Total Area	41	% of Total Area	71
Medium	24 to 40	R3	Dwelling Unit Capacity	105,760	Dwelling Unit Capacity	118,370
High Medium ¹⁴	40 to 60	R4	Population Capacity	200,400	Population Capacity	239,300 ¹⁷
Commercial ¹²						
Limited		CR,C1,C1.5, P ⁶	Acres	40		
			% of Total Area	1		
Highway Oriented		CR,C1,C1.5, C2,P ⁶	Acres	449	Total Commercial Acres	1,537
			% of Total Area	5	% of Total Area	17
Neighborhood and Office		CR,C1,C1.5, C2,C4,P ⁶	Acres	490		
			% of Total Area	5		
Community		CR,C2,C4,P, PB ⁶	Acres	205		
			% of Total Area	2		
Regional Center		C2,C4,P PB ⁷	Acres	353		
			% of Total Area	4		
Parking						
			Total Parking Acres			46
			% of Total Area			1
Industrial ¹²						
Commercial Manufacturing		CM,P	Total Industrial Acres			64
Limited		M1,MR2,P	% of Total Area			1
Light		M2,MR2,P				
Open Space ^{9,10,11,18,19}						
			Total Open Space Acres			715
			% of Total Area			8
Park Mile Specific Plan Area						
			Total Park Mile Specific Plan Acres			190
			% of Total Area			2
			TOTAL ACRES			8,911
			% OF TOTAL AREA			100

PARK MILE SPECIFIC PLAN

TABLE OF CONTENTS

- B. Specific Plan
 - 1. Summary of Provisions
 - 2. Subject Index
 - 3. Annotated Table of Contents
 - 4. Specific Plan Ordinance
 - 5. Administrative Responsibilities

PARK MILE SPECIFIC PLAN
ORDINANCE 162,530
EFFECTIVE DECEMBER 19, 1980
AMENDED ORDINANCE EFFECTIVE JUNE 30, 1987

SUMMARY OF PROVISIONS

The general intent of the Park Mile Plan is to promote an environment which is truly park-like in nature. This Plan contains various provisions aimed at fostering a restricted intensity, open and richly landscaped environment, consistent with the residential environment which surrounds it.

CR(PkM) Zone Regulations

CR(PkM) is the commercial zone designation specifically tailored for properties fronting on Wilshire Boulevard.

Provisions for this special designation are contained in Section 3 of the Plan ordinance. Section 3 is subdivided into four distinct parts: (a) permitted uses; (b) allowable residential densities and special yard requirements; (c) building height limitations; and (d) lot coverage provisions.

Uses

These uses are permitted without special permits:

- Professional office
- Stock brokerage
- Real estate brokerage
- Insurance office
- Parking
- School (up to high school)
- Bank or other financial institution
- Museum or library (non-profit)
- Residential use (with certain density restriction)
- Park, playground or community center
- Club or lodge (non-profit)

These uses may be permitted by the City Planning Commission under a conditional use grant:

- Auditorium
- Educational institution
- Public utility and public service use or structure

These accessory uses are also permitted:

- Barber shop
- Book and magazine store
- Drug store or pharmacy
- Medical/dental lab
- Restaurant
- Tobacconist
- Beauty shop
- Cafe or coffee shop
- Florist
- Private gallery
- Ticket office (for events)

An accessory use is located in a building with no direct access from the outside and may have no identification sign visible from the exterior of the building. In the Park Mile Plan, the total floor area of all accessory uses cannot be more than one-third of the total floor area of the building.

Residential Densities

A limited number of apartment units is permitted in CR(PkM) areas. One of two different densities is permitted. Depending on the area of the plan, one dwelling unit is permitted for each 2,000 square feet of lot area.

In other areas one dwelling unit may be built for each 1,000 square feet of lot area. No limit is established by the Specific Plan as to the maximum or minimum size of units.

Building Height Limitations

The allowable height of building in the CR(CkM) designated area is defined by two provisions. The first applies to properties on the north side of Wilshire Boulevard only and is known as a "solar envelope". A solar envelope is a device used to protect adjacent property owners from the effects of shade and shadow. It is an imaginary plane, angled southerly at 30 degrees, beyond which no building can legally penetrate.

In most parts of the Park Mile Plan, buildings cannot exceed a maximum of three stories or 45 feet in height. In the CR(PkM) areas, buildings may be six stories or 72 feet.

Lot Coverage

There are three exceptions to this lot coverage rule. One exception provides relief for buildings erected prior to 1975, which may not have sufficient on-site parking. For these buildings, lot coverage may exceed 50% if a parking structure (not over three stories in height) is built on a properly zoned adjacent parcel and conforms to the design standards set forth under "The Park Mile Design Review Board".

The second exception is for parking structures which project less than 6 feet above the average curb level.

The third exception is for rooftop gardens. If one is provided, lot coverage may exceed 50% but not exceed 60%. The rooftop garden must:

- Be placed no higher than 28 feet above curb level.
- Have an area equal to at least 10% of that of the lot.
- Be similar to on-grade landscaped areas.

Other Land Use provisions

The Specific Plan contains other provisions which apply to all properties in the area. These include: (1) buildable area standards, (2) parking standards, (3) landscape standards, (4) sign standards, and (5) provisions for design review.

Floor Area Ratio

Buildings in the Specific Plan area cannot exceed a floor area ratio of three to one. This means that the total square footage of all buildings on site cannot be greater than three times the buildable area of the site.

There must be two and one-half parking spaces per dwelling unit and three parking spaces per 1,000 square feet of floor area in a commercial building.

Landscape Standards

The Park Mile Specific Plan is the first specific plan in the City of Los Angeles to formally institute landscape standards. Among the standards are:

- A provision for the planting of shade trees along parkways, at a ratio of one tree for every 30 feet of lot frontage.
- A provision which promotes the natural appearance of street trees by forbidding their unnatural shaping.
- A provision to promote a parklike setting through heavy planting of on-site trees. Trees must be planted at a ratio of one for every 500 square feet of lot area not utilized for buildings.
- A requirement for the installation of a decorative masonry wall on a CR(PkM) lot adjoining any lot zoned for single-family use.

Sign Standards

The Park Mile Specific Plan also includes sign standards. None of these signs are allowed:

- Billboards
- Flashing or blinking signs
- Roof signs
- Freestanding signs greater than 10 feet in height

The Park Mile Design Review Board

The Park Mile Specific Plan establishes a Design Review Board.

At least two members of the Board must be residents of the Park Mile area or its immediate environs and three members must be from professions involved in construction or design.

The primary responsibility of the Board is to ensure that the dictates of the Park Mile Specific Plan are strictly followed. The Board makes recommendations to the Director of Planning regarding the physical design of all

projects, including site layout, facade design, materials, landscaping, building bulk, height and other design features.

The Park Mile Specific Plan outlines the following procedures for the Design Review Board:

1. Prior to the submission of working drawings to the Department of Building and Safety, the Board reviews preliminary site plans for consideration and approval.
2. The Board has ten days subsequent to receipt of plans to submit a recommendation to the Director of Planning.

The recommendation, submitted to the Director of Planning in writing, must consider compliance with the relevant criteria indicated in Park Mile Specific Plan.

3. In the event the Planning Director's decision differs substantially from that of the Board, the Director must indicate why it differs, as a part of his findings. The Board or any other aggrieved party, has the right to appeal his decision to the City Planning Commission and ultimately to the City Council.

PARK MILE SPECIFIC PLAN
ORDINANCE 162,530
EFFECTIVE DECEMBER 19, 1980
AMENDED ORD. EFFECTIVE JUNE 30, 1987

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PARK MILE SPECIFIC PLAN
ORDINANCE 162,530
EFFECTIVE DECEMBER 19, 1980
AMENDED ORDINANCE EFFECTIVE JUNE 30, 1987

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Land Uses - permitted	CR uses	3A1	Parking Building	45 feet maximum	6D
prohibited	business colleges	3A1	Landscaping	1 street tree for every	7A
	hotels, motels			30 feet of Wilshire frontage	
	restaurants			Street trees - 10 feet	7A
	pharmacies			in height + 3 inches in	
	counseling facilities			caliper minimum	
	child care facilities				
	schools			Trees planted on lots at 1	7C
	churches			for every 500 sq. ft. of	
	stores where goods are			lot area	
	sold or serviced				
Accessory - permitted	barber/beauty shops	3A5	Signage - Size/No.	no more than 1 sign on	8A
Land Uses	new book/magazine stores			any building	
	cafe or coffee shops			sign area: maximum 20	8B
	drug stores			square feet	
	copying businesses			lettering shall not	8C2
	flower shops			exceed 12 inches in height	
	restaurants				
Accessory - limitations			Signage - permitted	monument signs	8C1
Land Uses	uses shall not exceed				
	1/3 of building floor area		- prohibited	roof signs	8D
Lot Area - CR lots	Minimum lot area	3B1		off-site signs	
	per du: 2000 sq. ft.			projecting signs	
- Areas A-D	Minimum lot area	3B2		flashing signs	
	per du: 1000 sq. ft.			free standing signs	
				wall signs	8E
Building Height -	45 feet	3C	Design Review	All projects except single	9A
				family residences	
Height - Areas A-D	6 stories or 72 feet	3C		All signs	9A
Lot Utilization	no building/ parking	3D			
	area can occupy more				
	than 50% of the lot				
Floor Area Ratio	3:1 FAR Maximum	4A			
Parking - residential	2 1/2 spaces per	6B1			
	dwelling unit				
- commercial	3 spaces per 1000	6B2			
	sq. ft. of floor area				
- auditoriums	1 space for every	6B3			
churches	3 seats				

ORDINANCE NO. 162,530

An Ordinance amending Ordinance No. 154,643
pertaining to the Park Mile Specific Plan Ordinance.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

1. Ordinance No. 154,643, known as the Park Mile
Specific Plan Area, is hereby amended to read as follows:

WHEREAS, the Wilshire District Plan provides for the development of a Specific Plan for the Park Mile for the purpose of designating quantitative and qualitative standards to regulate floor area ratios, use of land and buildings, height and bulk of buildings, architectural and landscape treatment, signs, vehicular and pedestrian circulation; and

WHEREAS, the purpose of the Park Mile Specific Plan is to protect the low density, single-family residential nature of the area and to promote only that development which is compatible with adjoining residential neighborhoods by reinforcing the characteristic pattern which provides the Park Mile area with an image, a sense of community and orientation; and

WHEREAS, the District Plan provides that the Specific Plan is to promote a park-like setting, providing significant visual contrast with adjoining Wilshire and Miracle Mile Centers, by emphasizing new development that would complement the existing pattern of the Wilshire District; and

WHEREAS, Wilshire Boulevard is a designated Scenic Highway; and

WHEREAS, in order to insure that such development proceeds in compliance with the Wilshire District Plan, the Park Mile Specific Plan was adopted.

Section 1. (Definitions.)

Whenever any terms are used in this Ordinance, they shall have the meaning specified in Section 12.03 of the Los Angeles Municipal Code. The following terms shall have the meanings as shown below:

CR(PkM) or Modified Limited Commercial Zone, Park Mile - The regulatory zone as defined in Section 3 of the Ordinance.

District Plan - The adopted Wilshire District Plan, a part of the General Plan of the City of Los Angeles.

Driveway - A paved area connecting a parking area to an abutting street or alley.

Floor Area Ratio - The ratio between: (a) the total square footage of a building's floor area, calculated pursuant to Sections 12.21.1 A 5 and 12.21.1 B 4 of the Los Angeles Municipal Code, and (b) the lot area of the lot

or parcel, as defined in Section 12.03 of the Los Angeles Municipal Code.

Freestanding Sign - Any sign, other than a monument sign of which the primary structural support is not a building, and which has as its primary support a post, pole or other structure which is anchored to, attached to, or stands directly on the ground.

Map - The map contained in Section 2 of this Ordinance.

Monument Sign - A sign that is erected directly upon the existing or artificially created grade and which has a horizontal dimension equal to or greater than its vertical dimension. A monument sign may have one or more sign faces.

Off-site Sign - A sign which displays any message directing attention to a business, product, service, profession, commodity, activity, event, person, institution or any other commercial or non-commercial message, which is generally conducted, sold, manufactured, produced, offered or which occurs elsewhere than on the premises where the sign is located.

Plot Plan - A document or documents which pictorially describe, by means of professionally accepted architectural graphic techniques, the appearance, configuration, and dimensions of any proposed structure and attendant site improvements and any public or private easements.

Projecting Sign - A sign, other than a wall sign, that is attached to a building or structure and projects outward therefrom with one or more sign faces approximately perpendicular to the face of the building.

Roof Sign - A sign erected upon or above a roof or parapet of a building or structure.

Rooftop Garden - A flat open area located on the roof of a building, (except the roof of a subterranean parking building or structure which does not exceed 6 feet above curb level) where plant materials such as trees, shrubs and ground cover have been permanently installed so that parts of the plant materials are visible from the street level.

Sign - Any display board, wall, screen, object, or part thereof, used to announce, declare, demonstrate, display, or otherwise present a message and attract the attention of the public.

Sign Area - An area circumscribed by the smallest geometric shape created with a maximum of eight straight lines which will enclose all words, letters, figures, symbols, designs and pictures, together with all framing, background material, colored or illuminated areas and attention-attracting devices forming an integral part of an individual message.

Specific Plan Area - The area shown within the heavy lines on the map in Section 2 of this Ordinance.

Wall Sign - Any sign attached to, painted on, or erected against the wall of a building or structure, with the exposed face of the sign in plane approximately parallel to the plane of the wall.

Section 2. (Establishment of Part Mile Specific Plan.)

A. Specific Plan Area (Map). The regulations of the Specific Plan shall be applicable within that area of the City of Los Angeles shown within the heavy lines on the following map:

B. General Provision. The regulations of this Specific Plan are in addition to those set forth in the provisions of Chapter 1 of the Los Angeles Municipal Code and do not convey any rights not otherwise granted under the other provisions and procedures contained in that Charter, except as specifically provided herein.

Wherever this Specific Plan contains provisions which differ from provisions contained in Chapter 1 of the Los Angeles Municipal Code, the Specific Plan shall prevail and supersede the applicable provisions of that Code.

C. Reservation. It is the purpose of this Specific Plan to preserve the low-density residential character of the Wilshire District in and around the Specific Plan area and to encourage the rehabilitation and/or rebuilding of deteriorated single-family areas for the same use.

It is also the purpose of the Plan to maintain the existing estate appearance of portions of the Specific Plan area.

D. Exceptions.

1. Notwithstanding any other provision of this Ordinance to the contrary, the provisions of this Ordinance shall not apply to any property which received a zone change after June 9, 1979 and which was placed in a "Q" Qualified zone classification containing C' conditions addressing termination, uses, sales of alcoholic beverages, design review of signs, and compliance.

If, pursuant to the terms of an Ordinance establishing such a "Q" Qualified zone classification, that "Q" Qualified classification is ever terminated, then the exception granted by this Subsection D shall no longer apply, and the property thereafter shall be subject exclusively to the terms of the Park Mile Specific Plan.

2. Procedures for the granting of other exceptions to the requirements of this Specific Plan are established in Section 11.5.7 D of the Los Angeles Municipal Code. An application for an exception from this Specific Plan pursuant to Section 11.5.7 D of the Los Angeles Municipal Code does not require any additional application pursuant to the provisions of Sections 12.24, 12.27 or 12.2 of the Los Angeles Municipal Code.

Section 3. CR(PkM) Zone regulation.

Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the Zoning Map incorporated therein and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that portion of the Zoning Map shall conform to the zoning on the map set forth in Section 2 of this Ordinance. The following regulations shall apply in the "CR(PkM)" Limited Commercial Park Mile zone.

A. Use. No building, structure or land shall be used and no building or structure shall be erected, structurally altered or enlarged, except for the following uses:

1. Any uses permitted in the "CR" Limited Commercial Zone, except the following uses which are expressly prohibited:

- a. Business college, professional, scientific, or language school or college.
 - b. Hotels (including motels) and apartment hotels.
 - c. Restaurants or prescription pharmacies.
 - d. Counseling and referral facilities.
 - e. Child-care facilities, nursery schools, grammar schools, junior high schools, or high schools.
 - f. Churches or other religious institutions.
 - g. Any residential uses, unless the uses conform to the provisions of this Plan.
 - h. Any signs, unless the signs conform to the provisions of this Plan.
 - i. Automated vending machines (except pay telephones), including automated teller machines, when the machines are both visible from the outside of a building and are accessible for use from the outside of a building. Any vending machine located within a building shall only be operated between the hours of 9 a.m. and 6 p.m. Notwithstanding Section 12.23 of the Los Angeles Municipal 22 Code, all building and uses rendered nonconforming by this Subparagraph shall be made to comply with the provisions of this Subparagraph within five years of the effective date of this Ordinance.
2. Christmas tree and ornament sales on vacant lots from December 1 through December 25, inclusive, only, provided that the provisions of Section 12.22 A 4 of the Los Angeles Municipal Code are complied with.
3. Conditional uses enumerated in Section 12.24 B 1 of the Los Angeles Municipal Code approved pursuant to the provisions of that Section, except for the following, which are expressly prohibited:

- a. Airports or aircraft landing fields.
 - b. Cemeteries.
 - c. Correctional institutions.
 - d. Land reclamation projects as defined in the Los Angeles Municipal Code.
 - e. Research and development center for experimental or scientific investigation of materials, methods or product.
 - f. Trailer parks and mobile home parks where any trailer or mobile home is permitted to remain longer than one day.
4. Other uses similar to those permitted in this Subsection when determined by a Zoning Administrator, as provided for in Section 12.21 A 2 of the Los Angeles Municipal code, but not including the following uses, which are expressly prohibited:
- a. Stores, shops, or other establishments where goods, wares or merchandise are displayed, sold or serviced.
 - b. Long-term health facilities, including convalescent homes or rest homes, homes for aged persons or special care homes, or nursing homes.
 - c. Mortuaries and columbariums.
 - d. Motion picture studios.
 - e. Rescue missions.
 - f. Hotels, motels, apartment hotels, or motor lodges.
 - g. Heliports and helistops.
5. The uses permitted by this Paragraph shall only be conducted as accessory to uses permitted by Paragraph 1 through 4 of this Subsection.
- a. Type of Use.
 - (1) Barber shops.
 - (2) Beauty shops.
 - (3) Book and magazine stores, new only.
 - (4) Cafe or coffee shops.
 - (5) Drug stores and prescription pharmacies.
 - (6) Duplicating and copying businesses.
 - (7) Florist or flower shops.
 - (8) Medical or dental laboratories.
 - (9) Private museums or galleries.

- (10) Restaurants or other eating and drinking places.
- (11) Entertainment ticket offices.
- (12) Tobacco shops.

b. Limitations.

- (1) The aggregate square footage of all accessory use of any building, structure, or land shall not exceed one-third of the building floor area, as described in Sections 12.21.1 A 5 and 12.21.1 B 4 of the Los Angeles Municipal code.
- (2) The accessory uses shall only be conducted completely inside a building permitted by Paragraphs 1 through 4 of Subsection A of this Section.
- (3) Entrances to the building spaces occupied by accessory uses shall only be located inside the building.
- (4) The building spaces occupied by accessory uses shall not be visible from outside of the building.

6. The uses enumerated in this Section shall be permitted for a CR(PkM) designated lot fronting on a right-of-way designated as a collector or local street on the adopted Wilshire Plan only in the event that the lot is described on a plot plan as being part of a building site which includes a C(PkM)-designated lot fronting on Wilshire Boulevard or Wilton Place. In the event the lot is not so described, then the uses permitted on the lot shall conform to those permitted by the most restrictive zone to which a side line of the lot abuts.

B. Area and Yards.

1. So as to promote a logical transition between single-family uses and more intensive residential or commercial uses, every CR(PkM) lot shall conform to the lot area requirements enumerated for the "CR" Limited Commercial Zone in Section 12.21.2 C of the Los Angeles Municipal Code, except that the minimum lot area per dwelling unit shall be 2,000 square feet.

2. Notwithstanding any contrary provision of the Los Angeles Municipal Code, the minimum lot area per dwelling unit in the CR(PkM) Zone shall be 1,000 square feet for the following area:

- a. The CR(PkM) lots southerly of Wilshire Boulevard between Lucerne Boulevard and Crenshaw Boulevard.
- b. Lot 1 of Parcel 22 of Map Book 5092, Page 1, Parcel 1 of Map Book 5092, Page 7 and Parcels 1, 2, 5, 6, 7, 8, 27, and 28 of Map Book 5092, Page 8, of the 1979 County Tax Assessor Map Book.
- c. The CR(PkM) lot northerly of Wilshire Boulevard between Bronson Avenue and Van Ness Avenue.

d. Parcels 1, 2, 3, 4, 14, 15, 16 and 17 of Map Book 5504, Page 18 of the 1979 County Tax Assessor Map Books.

3. Every CR(PkM) lot shall conform to the yard requirements enumerated for the "CR" Limited Commercial zone in Section 12.12.2 C of the Los Angeles Municipal Code, except that there shall be a front yard at least 15 feet in depth. In applying this provision, Wilshire Boulevard shall be considered the principal street.

C. Building Height. So as to minimize shade and shadow impacts, impacts on the peace, enjoyment and privacy of adjacent single-family residences and to provide for a smooth transition in scale, no building on the northerly side of Wilshire Boulevard may extend in height above a plane inclined toward the southerly sky upward at a 30-degree angle from a horizontal line 20 feet above curb level at the northerly lot line. In addition, no building may exceed three stories and no building may exceed 45 feet in height, as measured from curb level to the highest point of the roof, parapet wall, penthouse or any appurtenance, whichever is highest; except that no building may exceed six stories and no building may exceed 72 feet in height, as measured from curb level to the highest point of the roof, parapet wall, penthouse or any appurtenance, whichever is highest, for those areas as described in Subparagraphs, a, b, c and d of Paragraph 2 of Subsection B of this Section. This Subsection C shall regulate the height of buildings in the Specific Plan area, notwithstanding any contrary provision of the Los Angeles Municipal Code.

D. Lot utilization. So as to maximize the amount of open areas between buildings, and to allow greater flexibility in the site design and site planning, development shall comply with the following:

1. General Rule. No building, structure, parking area or any combination thereof (including any area covered by pavement or other durable surface employed for the on-grade parking of any motorized vehicle, except pavement for loading space and driveway), shall be erected, structurally altered or enlarged so as to occupy more than 50 percent of a lot. The remaining area of the lot shall be maintained as open space and shall be landscaped in accordance with Section 7 of this Ordinance. The open space portion of a lot shall not include atriums, interior courtyards, interior patios, or areas enclosed or hidden by a building or structure.

2. Exceptions:

a. Structures built prior to January 1, 1975, and which do not satisfy the minimum parking standards as set forth in Section 6 of this Ordinance, may construct, on an abutting lot, parking buildings or garages which occupy more than 50 percent of a lot, provided that the design of such buildings or garages conforms to the standards set forth in Sections 4 and 9 of this Ordinance.

b. Subterranean parking buildings or structures, which may extend no higher than 6 feet above curb level, may occupy more than 50 percent of a lot.

c. In the event that rooftop gardens are indicated on a plot plan, a building or structure may occupy more than 50 percent of a lot, but not more than 60 percent, provided that the rooftop garden is placed no higher than 28 feet above curb level, encompasses an area at least equal to 10 percent of the area of the lot, and is designed, installed and maintained in a manner similar to on-grade landscaped areas.

Section 4. (Buildable Area.)

A. Floor Area Ratio. Within the Specific Plan area no building or structure shall be erected, structurally altered or enlarged so as to exceed a floor area ratio of three to one (3:1).

B. Lot Sizes, RD2 and RD3 Zoned Area. Notwithstanding any other provisions of Section 12.09.1 of the Los Angeles Municipal Code to the contrary, within the Specific Plan area, every lot classified in the RD2 and RD3 Zones shall have a minimum lot width of 50 feet.

Where a lot has a width of less than 50 feet and/or an area of less than 6,000 square feet and was held under separate ownership or was of record on January 1, 1975, that lot may be occupied by any use permitted by the RD1.5 Zone, except for those uses requiring more than 6,000 square feet of lot area, and the lot area per dwelling unit shall not be less than 1,500 square feet.

Section 5. (Building line Repeal) Not Used.

Section 6. (Parking.)

The following parking requirements apply to lots within the Specific Plan area.

A. Transitional Lots. Within the Specific Plan area, parking shall not be permitted on transitional lots.

B. Parking Space Requirements. A garage or private parking area shall be provided in connection with and at the time of the erection of each of the buildings or structures hereinafter specified, or at the time the buildings are enlarged, converted, or increased in capacity by the addition of dwelling units, guest rooms, floor area or seating capacity. The parking space capacity required in the garage or parking area shall be determined by the use of the structure, as follows:

1. For dwelling units, there shall be at least two and one-half parking spaces for each dwelling unit regardless of the number of habitable rooms contained therein. Of the total number of parking spaces required pursuant to this provision, at least one-half parking space per unit shall be preserved for, and accessible to, visitors and guests.

2. In order to mitigate traffic congestion on public rights-of-way, for office and other commercial uses, there shall be at least three parking spaces provided for each 1,000 square feet of gross floor area available at no charge to all patrons and employees of those uses.

3. For auditoriums and churches, there shall be at least one parking space for every three seats contained therein. Where there are not fixed seats, there shall be at least one parking space for each 25 square feet of floor area (exclusive of stage) contained therein.

C. Yard Requirements. Within the Specific Plan area, parking areas and subterranean parking buildings or structures shall conform to setbacks and building lines consistent with the zone and location of the parking areas. These parking areas shall also strictly conform to Section 12.21 A of the Los Angeles Municipal Code, except that every public or private parking area, exclusive of driveways, access drives, or roadways, must be enclosed with a landscaped earth berm or other device designed to screen visual access onto the parking area from adjacent streets. The plot plan for each of these parking areas shall be subject to review and approval by the Director of Planning as set forth in Section 9 of this Ordinance.

D. Height of Structures. Notwithstanding any contrary provisions of the Los Angeles Municipal Code, no parking building or garage shall exceed 45 feet in height, as measured from curb level to the highest point of the roof, parapet wall, penthouse or any appurtenance, whichever is highest.

Section 7. (Landscape Standards.)

The purpose of this Section is to provide for the planting of trees and shrubs, so as to promote the park-like setting and provide shade for pedestrian traffic throughout the Specific Plan area.

No building or structure shall be structurally altered on or after the effective date of this Ordinance unless it conforms to the following requirements:

A. Street Trees. Street trees shall be planted at a ratio of at least one for every 30 feet of Wilshire Boulevard lot frontage and at least one for every 25 feet of lot frontage on north-south streets and at a distance no greater than 10 feet from the curb face. These street trees shall not be less than 10 feet in height and 3 inches in caliper. Street trees shall be planted directly in a grass parkway. In the event that a grass parkway is not approved by the City Engineer, street trees shall be planted only in circular tree wells.

B. Tree Pruning. These street trees shall not be pruned or shaped in any manner that is inconsistent with the natural form and habit of the tree, except to the extent necessary to maintain its strength and vigor, for the removal of unsafe or diseased branches and or other aspects of public safety.

C. Incidence of Planting. Except on lots zoned for single-family residential uses, trees shall be planted on each lot at a ratio of at least one for every 500 square feet of lot area not utilized for buildings.

D. Decorative Wall. For CR(PkM)-designated lots, a 6-foot-high, solid, decorative masonry wall shall be constructed within 5 feet of any adjacent lot zoned for single-family use.

E. Additional Standards. Additional requirements, including but not limited to street tree species, berms and grass slopes, may be established pursuant to Paragraphs 5 and 6 of Subsection B of Section 9 of this Ordinance.

F. Maintenance. An automatic irrigation system shall be provided for all landscaped areas, including street trees and on rooftops, and shall be indicated on landscape plans. Property owners shall maintain all landscape features including, but not limited to, plant materials, walkways, planter boxes, pots, etc. Maintenance of landscaped area shall include continuous operations of watering, removal of weeds, including broadleafed weeds in lawn area, mowing, trimming, edging, cultivation, fertilization, spraying, control of pests, insects and rodents, reseeding, plant replacement or any other operations necessary to assure normal plant growth.

All trees and shrubs shall be healthy and vigorous. All lawn areas shall have 95% coverage with bare areas no greater than six square inches. Landscaped area shall be free of weeds, trash or other debris.

Section 8. (Sign Standards.)

It is the purpose of this Section to preserve and enhance community appearance and to prevent excessive and confusing sign displays which may affect traffic safety, as well as detract from the unique character of the area and to insure that permitted signs are used for identification and not for advertising purposes. All exterior signs shall conform to the following regulations:

A. Number of signs. No more than one sign shall be constructed, placed, created or maintained on any building; except that:

1. Buildings with accessway to an alley may have one additional sign directly adjacent to the alley accessway.

2. In addition, a street address number may be placed on a building exterior, provided the numbering is insized or applied onto the wall surface and has a maximum vertical height of eighteen inches.

B. Sign area. The sign area permitted for any sign shall be a maximum of twenty square feet.

C. Sign design.

1. All signs shall be monument signs, except as permitted by Subsection E below.

2. Lettering and numbering on any sign shall not exceed twelve inches in vertical height.

3. Lettering shall be insized or applied onto the sign surface.

4. A sign shall be compatible in materials and in color scheme with the building it identifies.

5. A sign shall contain only the business identification of the occupant or occupants of the building and/or the street address of the building.

6. An architectural drawing of every proposed sign, indicating location, dimensions, elevation, dimensions of letters and numbers, colors and materials, shall be submitted for review and approval to the Director of Planning acting on recommendation of the Park Mile Design Review Board as set forth in Section 9 of this Ordinance.

D. Prohibited signs:

1. Roof signs.
2. Off-site signs.
3. Projecting signs.
4. Flashing or blinking signs.
5. Free standing signs.

6. Wall signs, except as permitted by Subsection E below.

7. Lettering or signs placed on any window or door, except as permitted in Subsection F below.

E. Wall Signs. Buildings constructed prior to June 9, 1979, may have for their one permitted sign a wall sign which complies with Subsections B and C above. Any permitted wall sign shall also conform to the following restrictions:

1. No portion of a permitted wall sign shall extend higher than the finished floor level of the second story of its building, and in no case shall any portion of a permitted wall sign exceed a height of fifteen feet as measured from curb level to the highest portion of the sign.

2. A permitted wall sign shall not project more than eight inches from the face of the building to which it is attached.

F. Exceptions.

The provisions of this Section shall not apply to:

1. Any sign required by law, provided that the sign shall not exceed the sign limitations of Subsection B above.
2. Any sign owned by a governmental agency.
3. A public utility sign which contains no advertising copy and which is customarily utilized in the performance of the utility's function.
4. A free standing construction sign shall be permitted on a lot where a building or structure is being erected or remodeled and which identifies the architects, engineers, financing agent and/or contractors involved in the project provided the sign shall not exceed forty square feet in sign area and eight feet in height. A construction sign may be attached to any of the wooden construction fence required

by the Los Angeles Municipal Code, and such fences shall be painted a single earth color tone.

5. Temporary political or other ideological signs, provided that no such sign may exceed twenty square feet in area, and if they relate to an election or other event are removed within fifteen days following the election or event to which they relate.

6. A free standing real estate sign shall be permitted which indicates that the building, land or portion thereof is for sale, lease or rent; provided that such sign is located on the property to which it relates and does not exceed fifteen square feet in area and eight feet in height.

7. A sign contained on the list of cultural or historical monuments of the Los Angeles Cultural Heritage Board or the Windsor Square-Hancock Park Historical society.

8. Emergency and safety signs may be placed on windows or doors as required by any applicable government code. An area not to exceed one square foot may be used for other emergency and safety signs on appropriate windows and doors.

G. Amortization. Any sign which is rendered nonconforming by reason of this Section shall be made to comply or be completely removed within the following time periods (based upon the effective date of Ordinance No. 154,653, the ordinance constituting the First Amendment of the Park Mile Specific Plan, that is, December 19, 1980):

1. All portable signs, including window or temporary signs, made nonconforming by this Section shall be completely removed within one hundred and eighty days (June 18, 1981) after the effective date of this Ordinance;
2. All other nonconforming signs made nonconforming by this Section shall be completely removed within five years after the effective date (December 20, 1985).

Section 9. (Design Review and Standards.)

The purpose of this Section is to provide guidelines and a process for review and approval of exterior and site design of buildings, structures or other developments proposed for construction within the Specific Plan area.

A. Jurisdiction. No building permit for sign, use of land, structural, electrical, mechanical or other construction shall be issued, except for single-family residences, unless plans, elevations and/or other graphic representations of the development have been reviewed and approved by the Director of Planning acting on recommendations of a Design Review Board.

B. The Park Mile Design Review Board.

1. Composition. The Park Mile Design Review Board is hereby established, which shall consist of five (5) voting members. The members shall be appointed by the Councilmember(s) of the District(s) which include the Specific Plan area. At least three (3) voting members shall

be from among the following disciplines: architecture, building construction, landscape architecture, planning, landscaping and visual or graphic design. Two (2) members shall reside within the Specific Plan area, or the immediate adjacent area no farther than one mile from the outermost boundary of the Specific Plan area.

2. Quorum. The presence of three (3) voting members shall constitute a quorum.

3. Terms. The voting member of the Park Mile Design Review Board shall be appointed so as to stagger the term of the appointees so that one term becomes vacant on each successive year. The term of each member appointed to a full term shall be five years.

4. Authority and Duties. The Park Mile Design Review Board shall advise the Director of Planning on aspects of exterior design, site layout, height and bulk of any building, structure, sign or other development of property or appurtenances or alterations thereto, except in instances of single-family development.

5. Procedure. Upon acceptance of plot plans and/or tract or parcel maps submitted for approval, the Director of Planning shall refer the plot plans, tract or parcel maps to the Design Review Board within five days for its recommendation. The Park Mile Design Review Board shall thereupon submit findings to the Director of Planning within 10 days of the referral, recommending approval or disapproval of the subject plot plans, tract or parcel maps after consideration of compliance with the following criteria:

a. Every proposed building or structure shall conform to all of the provisions contained within the Park Mile Specific Plan.

b. Every proposed building or structure shall be designed in such a fashion so that all ventilation, heating or air conditioning ducts, tubes, equipment, or other related appurtenances are adequately screened from public view, unless the appurtenance has been employed as an integral component in the design.

c. The design motif of a proposed building or structure shall be applied with equal rigor to all externally visible elevations of the building.

d. Colors and types of building material shall be reasonably consistent with the nature of adjacent structure.

e. Balconies shall be no less than five feet wide.

f. All open areas (including any roof of any subterranean parking building or structure) not utilized for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped so that multiple-family and commercial uses are reasonably buffered from the view of single-family residences.

g. The facade of any parking building or garage shall be designed in a manner so as to substantially screen automobiles contained therein from public view.

h. The facade of any parking building or garage shall be designed so that it is similar in architectural character to its principal building.

i. The design of all proposed buildings, structures, or signs shall conform to the prevailing design standard established by the Park Mile Design Review Board and incorporated into the design of buildings, structures and signs which have been approved by the Design Review Board since June 9, 1979, the effective date of the original Park Mile Specific Plan, Ordinance No. 152,471.

j. Previous decisions of the Director of Planning and recommendations of the Design Review Board on the design of buildings, structures and signs, may guide the Director of Planning and the Design Review Board in their future actions under the provisions of this Specific Plan.

In the event that only a plot plan has been submitted, the Director of Planning may require the filing of a tract or parcel map, if in the opinion of the Director of Planning such a map is necessary as a means of securing improvements in the manner prescribed in Section 12.37 of the Los Angeles Municipal Code.

A filing fee for processing a design review application shall be charged as provided for in Section 19.01 of the Los Angeles Municipal Code.

The determination of approval or disapproval by the Director of Planning shall be made within fourteen (14) day of the Design Review Board's recommendation. In the event that the determination by the Director of Planning differs substantially from the recommendation of the Park Mile Design Review Board, the Director of Planning must submit as a part of his or her determination a report setting forth conclusions and recommendations in writing and stating briefly the reasons therefor.

Any time limit established by this Section may be extended by mutual agreement between the Park Mile Design Review Board and the applicant or the Director of Planning and the applicant.

6. Design Guidelines. The Park Mile Design Review Board may adopt specific design guidelines to implement procedures established in Paragraph 5 of Subsection B 1 of Section 9 of this Ordinance. These guidelines may be illustration, interpretations or clarifications of policies established by the Design Review Board since its inception on June 9, 1979. The guidelines shall be approved by the City Planning Commission and updated as necessary, and copies of the guidelines shall be available from the Department of City Planning.

7. Appeals. Any applicant, member of the City Council, the Mayor, or any other interested person adversely affected by a determination or action of the Director of Planning pursuant to the Specific Plan may appeal the Director of Planning's determination or action in the

manner prescribed for Tentative Maps in Section 17.06 of the Los Angeles Municipal Code.

8. Following plan approval, no change to any portion of a plan reviewed and approved by the Director of Planning shall be made without additional review and written approval of the Director of Planning acting on the recommendation of the Park Mile Design Review Board.

Section 10. (Severability.)

If any provision or clause of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Specific Plan provisions, clauses or applications thereof which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of this Ordinance are declared to be severable.

PARK MILE SPECIFIC PLAN
ORDINANCE 162,530
EFFECTIVE DECEMBER 19, 1980
AMENDED ORD. EFFECTIVE JUNE 30, 1987

ADMINISTRATIVE RESPONSIBILITIES

Applicant

- o Applicant must file an application for Design Review for any sign or any residential or commercial structure at Counter S, Room 460, City Hall.
- o Upon receipt of the Director of Planning's determination regarding a project, the applicant or other interested parties may appeal the decision to the City Planning Commission and further appeal the matter to the City Council. Such appeals must be made within 15 days after the date of the mailing of the Director's determination.

Design Review Board

- o The park Mile Design Review Board, upon receipt of the project application will take an action to approve, disapprove or conditionally approve the project and transmit its determination to the Director of Planning.

Department of City Planning

- o The Director of Planning, upon receipt of the Park Mile Design Review Board's Action on a project, will approve, disapprove or modify said recommendation and forward a copy of the determination to the applicant, the Design Review Board and the Department of Building and Safety.

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